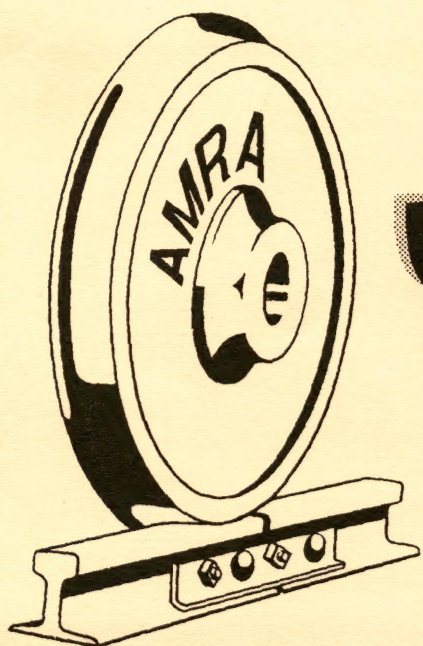


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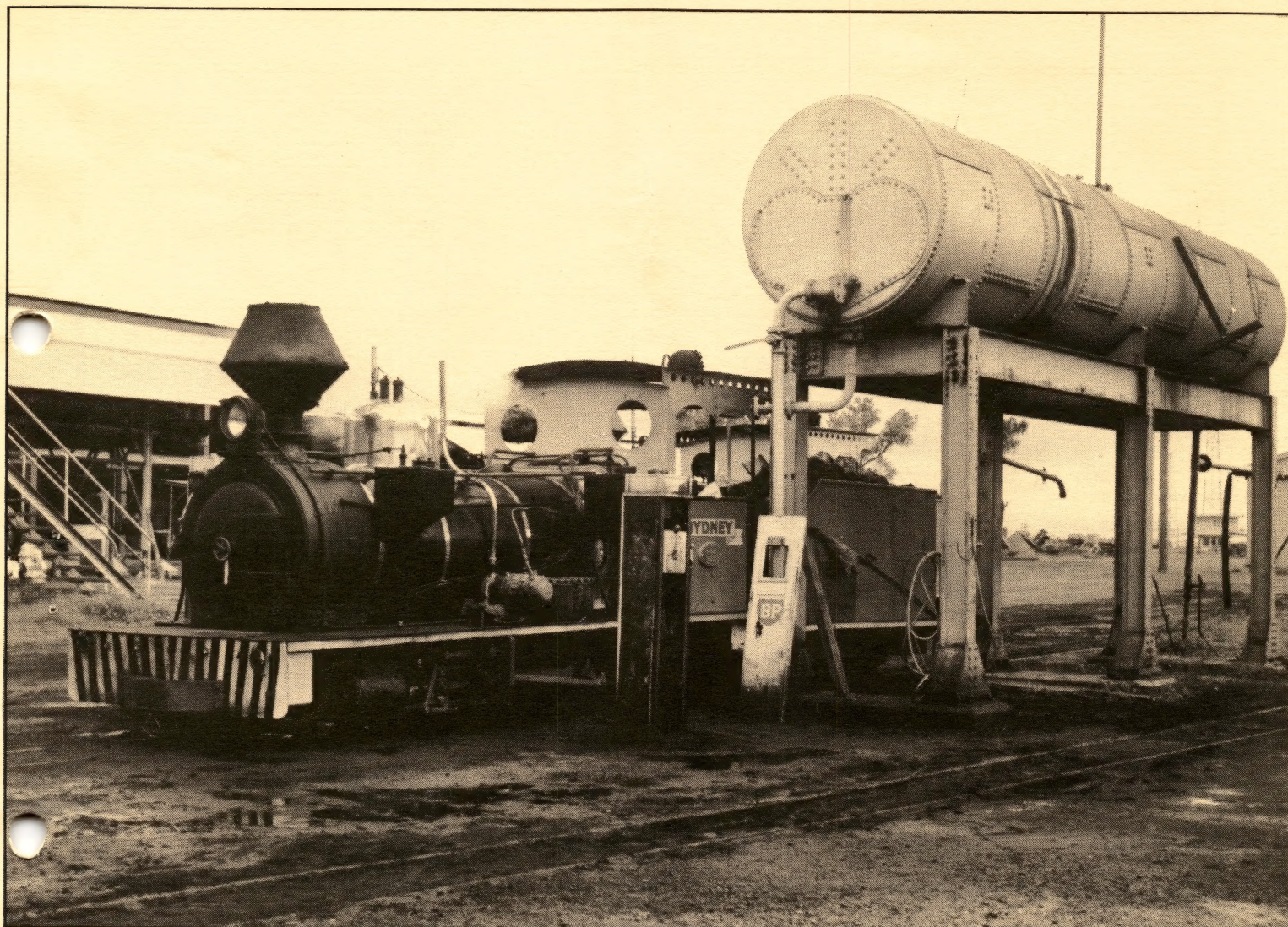


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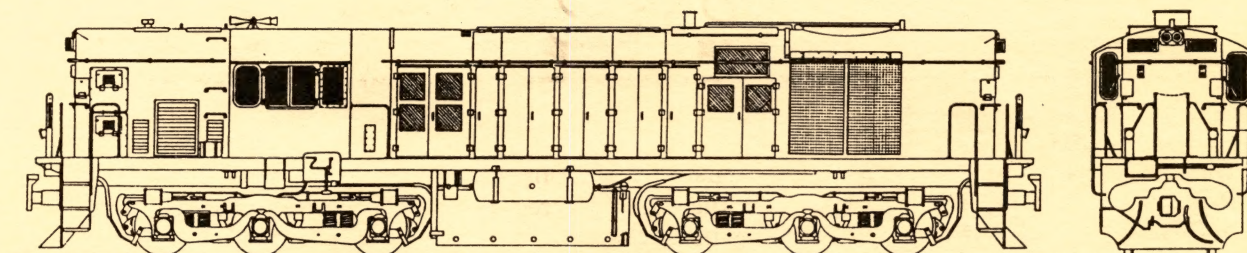
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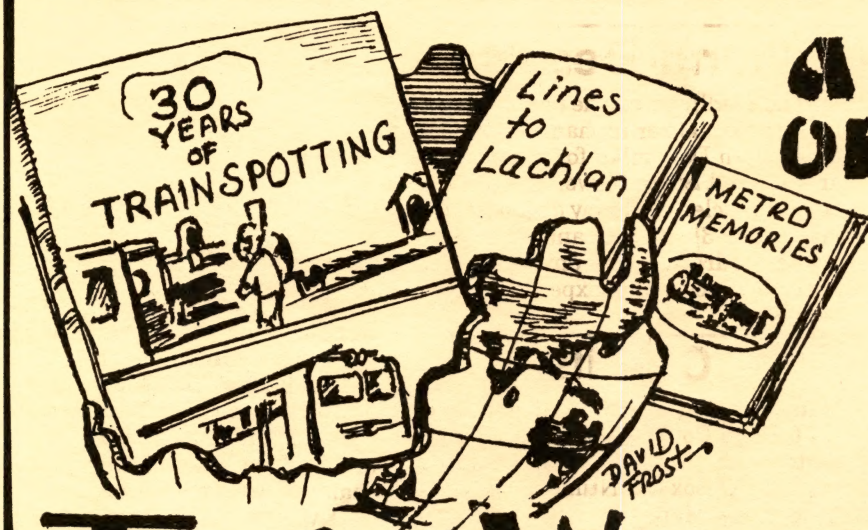
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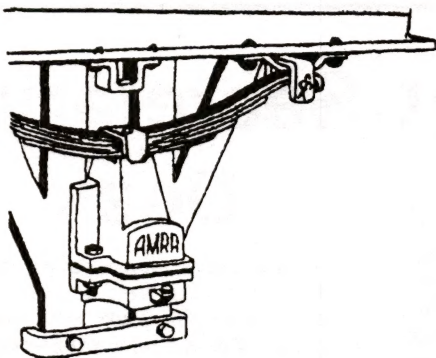
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JOURNAL BOX...

From the Managing Editor

Well, we are coming towards the end of another year. In my case, a frustrating year model railway wise as I was not able to achieve anywhere near the amount of modelling I would have liked.

My employer and my family seemed to demand a lot more of my time, and of course, Journal does take a lot of time and effort.

The fact that I have not been able to take any leave this year probably added to my frustration. When I was younger, I had the time for model railways but not the money. Now I have the money (well A bit more than before!) but not the time.

But then I should count myself lucky that I have a job. Many of us don't. With early retirements etc., at the Victorian Branch, we have now quite a large "daylighters" group. The down side this is that maybe we are seeing the aging of the average modeller. In another small group I am associated with, we have seen two deaths in the last two years.

Anything we can do to encourage the younger modeller must be applauded. One of our Victorian members, Bob Marsden, who has just received a Meritorious Award, has done much to foster the younger modeller, by volunteering to supervise junior running days. The hobby could do with more people like Bob.

Roger Lloyd
Managing Editor

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Editorial Deadlines

The deadlines for the next issue will be 15th December for hand written articles, 25th December for neatly typed articles and State News, 31st December for articles on floppy disk (IBM format either 3½ or 5¼) and 14th January for addresses and envelopes. Collating and posting is expected on 17th January.

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On the Cover

Service Stop

In 1972 John Elsol captured this interesting scene at Victoria Sugar Mill, near Ingham, North Queensland. This steam locomotive "Sydney", a Hudswell Clarke product of 1950 has a wheel arrangement of 0-6-0. It came from the Hambleton Sugar Mill near Cairns in 1956 where it was known as Number 9. Steam was displaced by Diesel in 1976 at Victoria Mill and "Sydney" travelled around New South Wales and eventually ended up at Mossman Sugar Mill where she is known as 'Bally Hooley Too'. This loco works the Port Douglas to Mossman train service each weekday morning, a round trip of about 3 hours. This 1972 scene has many ideas for the modeller, from the water tank which seems to be made from leftovers to general clutter and filth around about.

A model of this type could be made in O-16.5 scale using brass or plastic for the top bit and 16mm Machima motor powering Romford driving wheels via a NWSL 36:1 gearbox. However, we are informed that the UK model makers Chiviers Finelines are doing a kit of these locos on OO-9 and O-16.5.

Steve Malone

A Registrar's Lament

Although I have harped on the theme 'We read but do we comprehend' on more than one occasion, it does not seem to have much effect. I try and return the new membership within a few days of receiving the renewal along with the slip which shows when I received the renewal and the date of when the enclosed card expires, which is also shown on the card. I also, in two issues of JOURNAL explained why SEP 1 was stamped on some or rather most of the JOURNAL envelopes, but it seems to have been to no avail, so I have decided it is much easier to accept double payments and overpayments than contacting the member re their mistake. I just wonder what some members do with their new cards, having come across a few who never carry them in their wallets.

On another matter, I noticed on one of those combined Renewal/Layout Registration forms (which was certainly not my idea) (*it was mine to save*

costs! ...Managing Editor) the comment in regards to AMRA Standards, the member said he had never seen them, well that is strange, as I know every new member in the last 25 years has received a copy of our standards, current at the time of issue. Whenever they have been updated I have mentioned the fact in JOURNAL along with a statement, any member wishing to have a copy of the updated version, contact me, ha ha! Also there has been the times when mail has been redirected to me, because the sender did not know my address, well it has appeared in the credit page of JOURNAL either as Secretary or Registrar for close to 25 years, which brings me back to the beginning of this lament.

However best wishes for Xmas and 1994, but with a little more cooperation from some.

Norm Read

Secretary's Desk

A reminder to all members: the Federal AGM is being held on Friday 12th November in the NSW clubrooms at Rockdale. You can have your say in how the Association is run either by attending the meeting in person or if you can't be there, by putting your suggestions in writing and sending them to the Federal Secretary. All letters received prior to the AGM will be dealt with in correspondence at the AGM. Even if you cannot get a letter to the secretary before the AGM, its never too late to have your say. Any letters received after the AGM and throughout the year will be dealt with at the next meeting of the COM.

ITS NEVER TOO LATE TO HAVE YOUR SAY. REMEMBER ITS YOUR ASSOCIATION.

Stephen J Chapman
Federal Secretary.

Information and Directory of Office Holders - AMRA

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(Corrections, additions to the directory would be most welcome. Please send them to the Managing Editor)

Track Basics

by Steve J Chapman

Railway track is something that we run trains on. We buy the track, we lay it on the board, and we run the trains.

It sounds so simple. Actually there are quite a number of things that need to be considered when we look at railway track.

Not all prototype track is the same. To start with there are a number of different rail profiles in use. The most common rail profile is called flatbottom rail (figure one), bullhead rail (figure two) has also been used on occasion. The idea behind bullhead rail was that by having the same profile top and bottom, the rail could be turned over when the top was sufficiently worn, doubling the life of the rail. This did not work out because as soon as a train was run over the track the chairs distorted the bottom of the rail making it impossible to use the rail the other way up. Both of these rail types are available in model form.

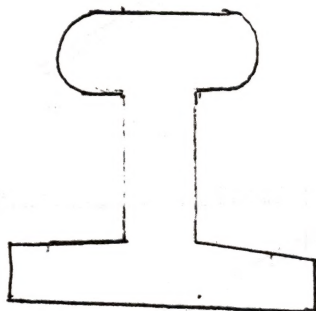


Figure 1

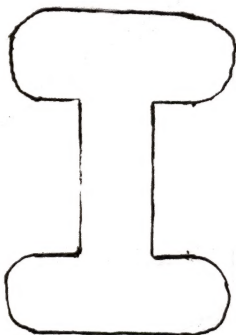


Figure 2

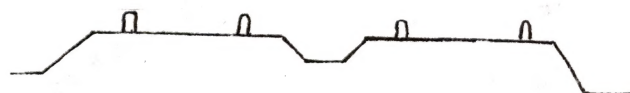


Figure 3

A fairly obvious difference in prototype track is the type of sleepers that the rail is laid on. Wooden sleepers are common. Concrete sleepers are becoming more common. Both of these two sleeper types are available in model form and are normally represented by coloured plastic. Sleeper spacing can also vary from one prototype to another with narrow gauge branch lines often having a slightly wider spacing. The broad gauge of the GWR in England was laid on sleepers with a completely different orientation.

The track gauge is another obvious difference. Standard gauge and some narrow gauge tracks are readily available in model form while other gauges (particularly the broad gauge) are not. In some cases it may be possible to use a track intended for use as standard gauge in one scale as a narrow gauge track in a larger scale. In this case the sleepers will probably be too narrow and much too close together. This discrepancy can be disguised to some extent when you ballast the track.

The size of the rail also varies between main lines, branches, and sidings. The size also was varied over time, becoming more substantial as the size and weight of trains increased. This size is usually given as a weight for a given length of track. 100lb track is more substantial than 80lb track. In model form the size of the rail is indicated by a "code". This code is the height of the rail expressed in thousandths of an inch (Code 100 is 1/10 inch). It is rare that a layout is built using more than one code of track but it can be done.

Most scales have a number of different codes of rail available for use with them. This is because larger (coarser) codes were used in the past, different manufacturers make rail that is different heights, and closer to scale codes (usually smaller) can be used with some wheel standards than can be used with others.

An example of codes of rail available and how things have changed over the years, in HO. Triang super-4 track which was produced during the 1960s was code 140. Code 140 is now normally only used for O gauge. Peco and many

other track manufacturers now produce track for HO that is code 100. Peco have also produced track using bullhead rail to code 90. Shinohara track is code 70. This is only half the rail height of the earlier Triang.

A similar range of codes is available in N gauge. Code 80 is the most commonly available but code 40 is also available. Peco have cheated a bit with one type of track by setting code 80 rail into the sleepers so that it looks like code 55.

The type of ballast that the track is laid on also varies from one line to another. To model this aspect mostly means choosing the right colour ballast to use.

The ballast on the prototype serves a number of purposes among which are helping to hold the track in place and drainage. The ballast is not completely flat across the tracks. There are a number of places where the ballast dips down into drainage trenches on either side of the tracks (see figure three).

If you go out and look at a section of real track you will notice that it is not all nice and neat and tidy like you see on many model railway layouts. There are weeds growing up through the track, more on little used sidings and less on main lines. There are piles of sleepers alongside the track. There are lengths of rail laying alongside, or even between, the running rails. These rails may be either old rails that have been replaced, or new rails waiting to replace the existing ones. In either case the rails usually have a somewhat rusty appearance.

Even the running rails themselves have a rusted appearance on those surfaces that the wheels do not come into contact with. The appearance of your model trackwork will be greatly improved if you paint the outside of your rails a rusty colour. Be careful when painting not to get the paint on the top or inside of the rail or you will have pickup problems when you come to start running your trains.

Look at where tracks cross bridges and other similar features. Quite often you will see that check rails have been fitted between the running rails to ensure that trains do not derail on the bridge.

Model track these days usually uses nickel silver rails. This type of rail has the advantage that it appears to be the right colour for shiny new track and it doesn't rust. Track is also available using steel rails which will eventually rust if exposed to moisture. Steel track allowed Triang to install what they called "Magnahesion" in their locomotives (i.e. a magnet between the wheels). This gave the locomotive a better grip on the steel track and permitted the weaker motored locomotives to haul a longer train. Brass railed track has also been produced at a price intermediate between the cheaper steel track and the more expensive nickel

silver. Brass track also doesn't rust, unfortunately the rail colour leaves a lot to be desired.

Model turnouts come in three basic varieties. There are the (so called) live frog turnouts which have metal rail throughout. The "frog" of a live frog turnout is switched to the appropriate polarity to match the appropriate point setting (figure four) and any train on the other track is therefore isolated because both rails have the same polarity. Live frog turnouts have the advantage of minimising rail gaps and hence the chance of a locomotive stalling on the turnout. Dead frog turnouts have the "frog" moulded in plastic. There are two varieties of dead frog turnouts. These are isolating turnouts

(figure five) and permanently wired (figure six). Dead frog turnouts allow you to simplify the way in which you wire your layout.

Other features may need to be built into the trackwork before or during the time that you are laying your track. Some uncoupling ramps need to be fitted below the track or come ready built in their own separate piece of track. If you are going to be fitting ramps of either of these types then you will need to determine where you will want to be able to uncouple your trains prior to laying the track. If you are using a type of uncoupler that fits on top of the track then you will not have this problem and will be able to decide where to put the uncouplers after you have laid

the track and possibly even shift them if their locations don't suit the operating pattern.

You can buy all of your track ready made (if the type of track that you want is available). You can buy the component parts (rail, chairs, sleepers) and make the track yourself. You can make the sleepers yourself from (for example) wood or printed circuit board. You can use a combination of all three methods.

Which method that you use depends on a) the scale that you are working in, b) the effect that you are trying to achieve, and c) the availability of ready made track and/or component parts required to achieve that effect. Track

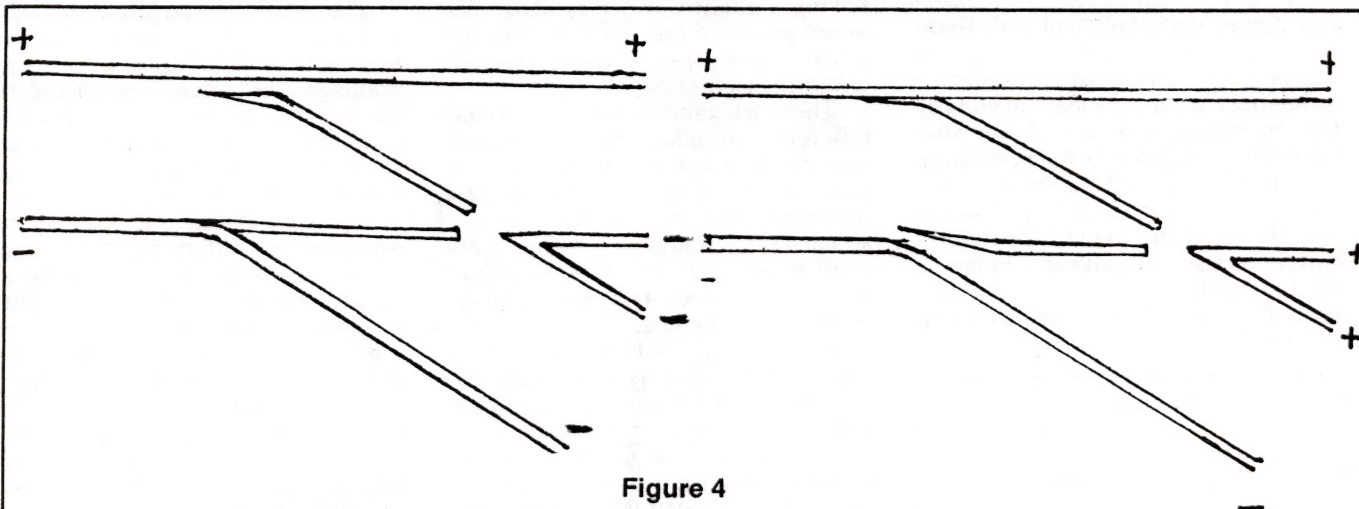


Figure 4

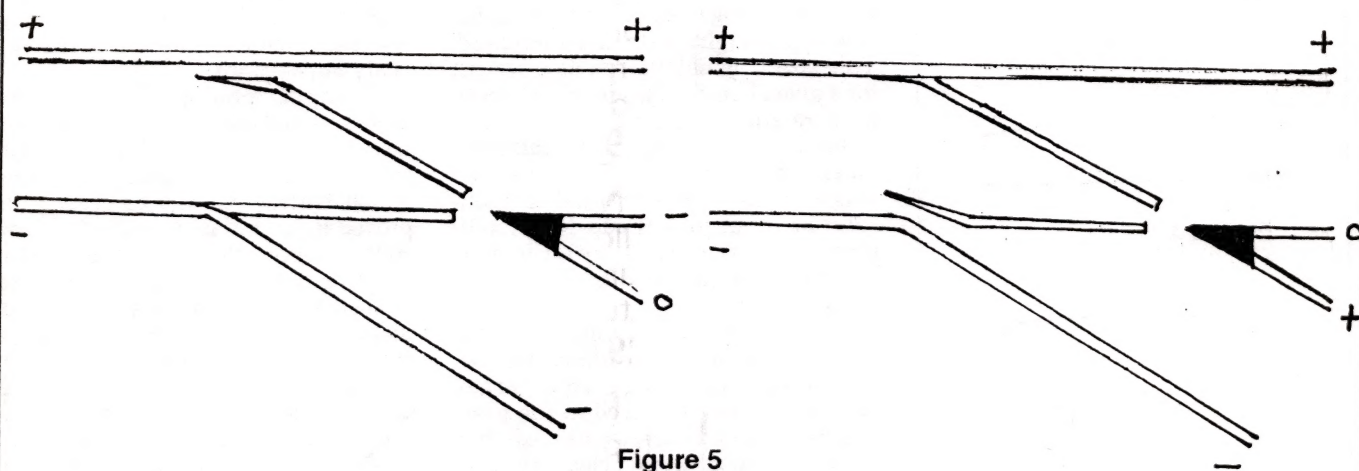


Figure 5

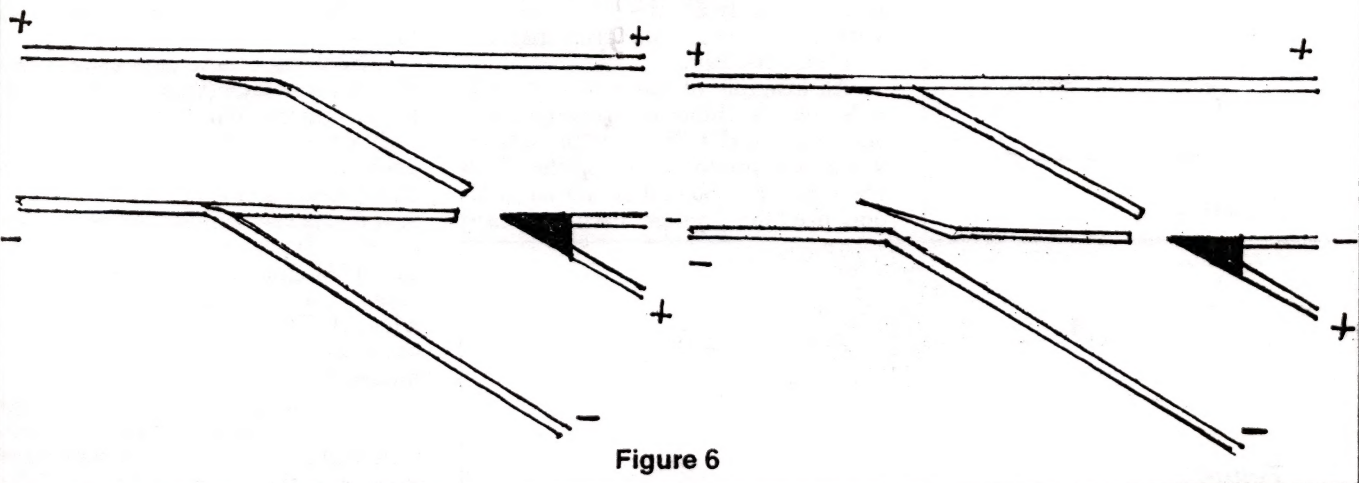


Figure 6

is not just something to run your trains on, it will add to or detract from the overall effect of the whole layout.

The way in which you lay your track is also important. Care is required to ensure that your straight track is at least reasonably straight and that you don't have any kinks in the track on which the trains might derail. The spacing between the tracks on double (or multiple) track lines needs to be properly maintained. Minimum radius curves need to be double checked to see that they are even and don't get too tight at one point.

Sleeper spacing needs to be maintained across rail joins. Too many times on model railways we see rail joins with a wider than normal sleeper gap under them. On the prototype the sleeper spacing is normally less under rail joins to what it is elsewhere. With plastic sleepers it is a simple matter to cut away the moulded chairs on the sleeper on either side of the join to make room for the rail joiner without having to leave an unsightly gap.

Gauges of various types are available to assist with track laying. There are a number of different types available. One type of gauge checks the track itself to ensure that the rails are the correct distance apart and that check rails are positioned in the right place. Another type of gauge ensures that the correct spacing is maintained when laying double track (this type of gauge can be created by yourself by cutting slots into a piece of wood). Tracksetta gauges are available in a number of scales to allow curves of specific radii to be laid effortlessly and accurately.

The tracks that you lay should be checked thoroughly using all of the appropriate gauges when it is first laid and again once all of the ballast and other scenic features have been added. This will ensure trouble free running.

When fastening down track, drill holes in the sleepers to put your track pins through. Don't just force the pin through the plastic (unless you are using the type of tool specifically designed to insert the pins this way). Leave the top of the pin slightly above the sleeper. If you force the pin right in then the sleeper may be bent downwards and the track gauge will be affected.

Cut rails through cleanly. A razor saw or appropriate power tool (eg. Dremel) will cut through the rail. A sharp knife can be used to cut through the plastic sleeper webbing and to trim chairs so that joiners can be fitted. If you need to cut through a track that crosses a board join then make sure that you cut each rail perpendicular to the rail itself (NOT parallel to the edge of the board unless the track crosses the board at right angles).

Your tracks will need cleaning regularly. Access to clean tracks inside tunnels will need to be maintained otherwise those tracks will slowly get dirty and trains will tend to stall inside the tunnels (the worst place to try to reach them to get them going again). The simplest way to clean the tracks is using a track-rubber. Track cleaning fluids may also help and can even be deposited on the track by specialised track cleaning wagons. High frequency generators are also available to help trains over slightly dirty spots.

Choosing the right track and adding all of the smaller features seen on the prototype can turn a piece of rather plain looking track into a scenic feature in its own right.



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More Experiences with Transistor Controllers

by Steve Malone

The electric locomotive controller Part 2

In Journal 216, part 1 of this article dealt with the concept of the prototype design and features of the modern control stand. In part 2 let us discuss further the power/dynamic brake controller and direction controller module.

This item measures 5" x 5" and has a base of approx 1" deep. We used two layers of 1/2" bakelite for the main base of the unit, however the modern wooden type materials like craftwood would be suitable.

A 1/2" aluminium control lever shaft was manufactured to accept a 30mm black control knob. This shaft was drilled at the right length to accept a 5mm brass pivot shaft, this shaft secured to the base of the base block. This gave the lever a forward to back movement of about 90°-100°. The forward sector of the levers movement was to be used for Dynamic Braking while the rear sector for power.

From the junk box came some old gears which gave approx 6 or 7 to 1 ratio so that one half of the total movement would give full 300° rotation on the pot so used at that time. The large cog for this operation was fitted to the main control handle and it's pivot shaft, and the matching smaller cog suspended underneath between the 1K speed pot and the 5K dynamic brake pot. These pots were mounted on suitable brackets. As these pots were to stay in mesh the whole time, and actually rotate 600° when the control handle travels its full extent, the internal stops of the pots needed to be made inoperative.

To select which pot is used at what time a micro switch operates a relay to do the necessary switching. The micro switch operates from a cam switch to the side of the large cog. With this set up the controller has a good prototypical feel to it, the gearing to the pots gives a nice smooth action on the handle.

The reversing controller is a brass turning and fabrication fitted with a 20mm knob. The control shaft goes through the base to connect with a suitable industrial rotary switch, also from the junk box.

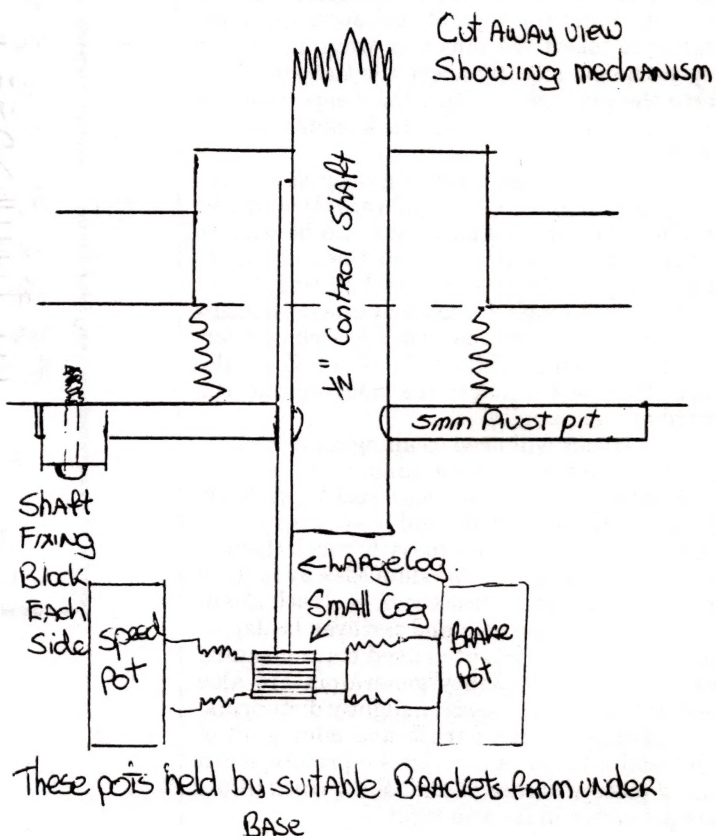
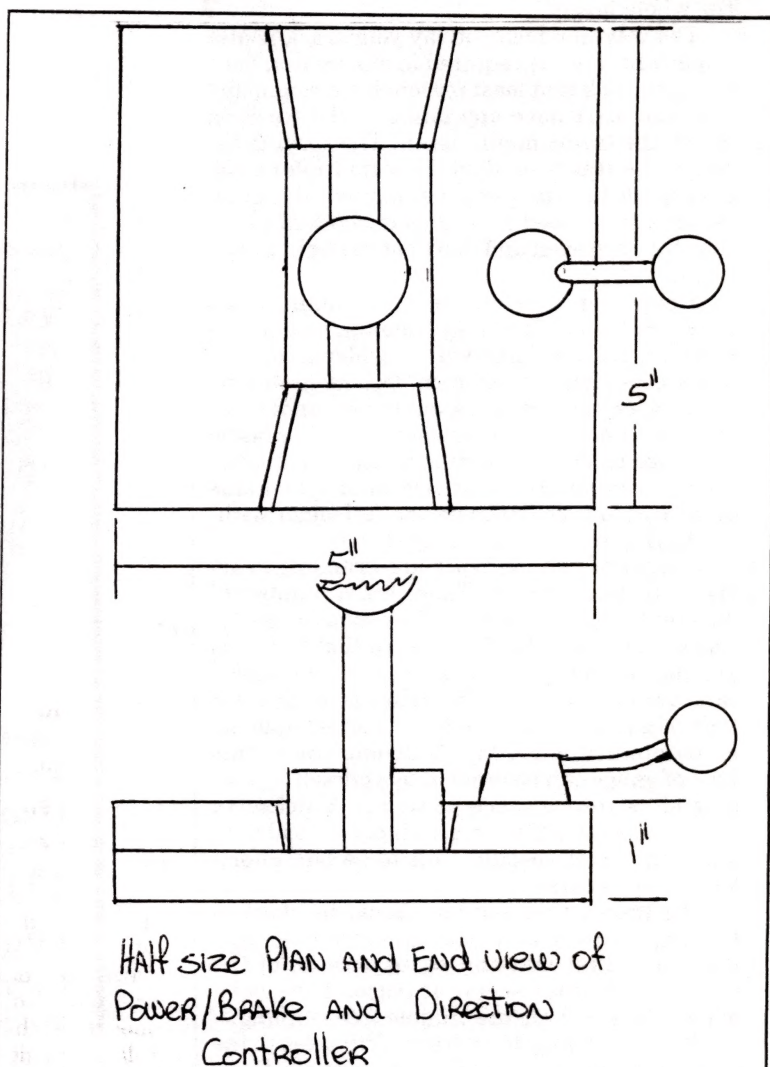
So I hope the attached drawings will give an understanding of the control levers. All parts mostly coming from the junk box. In Part 3 we continue with the circuit diagram.

Tip

Files should be used with a handle fitted as it makes the file easier to use and also prevents the tang of the file piercing the skin should the file somehow get caught while being pushed hard. Large files need large handles, but the small needle files used by modellers can be fitted with a champagne cork as a handle and used successfully

This also adds a little class to the everyday workshop.

EWHW



More Fun With Relays

Alan is the electrical engineer for the Melbourne Model Railway Society (MMRS) and is responsible for the design, procurement, manufacture and installation of the low voltage electrical equipment for the MMRS layouts.

If someone asks me what is my hobby, naturally I say MODEL RAILWAYS, but if I was to detail this answer, I would say it is "applying my many years of telephone exchange design and installation experience to our Club's layouts".

I have found this to be very satisfying as a hobby, and I have had even more satisfaction in passing on my knowledge and experience to other modellers, both for home and Club layouts (when time permits!).

This is the first of a series of articles, the objects of which are to explain to AMRA members with little or lots of electrical experience, what wonderful things can be done with relays to improve their layouts in both appearance and operation.

I will break the series into small articles so that, hopefully, most members will be able to understand them. I will deal with several components, but particularly RELAYS which are the main components used in the series. The article will cover the electrical theories involved (which I assure you will be kept simple) and practice, including details of manufacture and installation.

by Alan Dowel

Further Parts in the Series

- 2 Relays as Point Motors
- 3 Relays as Signal Controllers and Motors
- 4 Relays in Interlocking Circuits
- 5 Relays in Track Power Switching
- 6 Relay Cans, Plugs, Sockets, Wiring Techniques, etc

Part 1

General

- i) What is a Relay?
- ii) Where Do We Get Them From?
- iii) The Parts of a Relay
- iv) Features of Cross Bar Relays
- v) Tag Numbering
- vi) Detached Contact Circuits
- vii) Power Supply for Relays
- viii) Making up a Relay
- ix) Choosing Coil Assemblies
- x) Choosing Springsets

i) What is a Relay?

A simple answer would be "it is a set of switches operated by an electro magnet".

A more sophisticated answer would be "it is a unit of logic".

Both answers are correct. Whilst most logic circuits nowadays use "solid state" components, with emphasis on transistors, relays will do similar jobs, with the advantage of being more eas-

ily understood - "you can see them working" - more robust and no more expensive. They will also do mechanical things like operating point blades and semaphore signals. Sure, they take up lots more space, but there's a lot of space under a model railway!

Figure 1 shows (in a crude form) the components of a relay, and how it works.

ii) Where Do We get Them?

The great majority of relays were used in telephone exchanges from the early 1900s (even before automatic exchanges) until around about now, where they are being rapidly phased out in favour of electronic exchanges - virtually huge computers.

The last design type used was the CROSS BAR system relay. Hundreds of thousands of these are currently hitting the scrap metal market, despite the fact that the CROSS BAR SYSTEM was only adopted as the Australian standard in the early 1960s. So, not only do we have the very latest type of relay available, very cheaply, but most of them are brand new!

Members can usually obtain their requirements from AMRA branches or the MMRS for a very small cost - say about \$1 each. Clubs can, if they wish, buy them from certain scrap metal merchants in large quantities, who, I can assure you, are very happy to sell for well under \$1 each in lieu of a few cents for scrap copper!

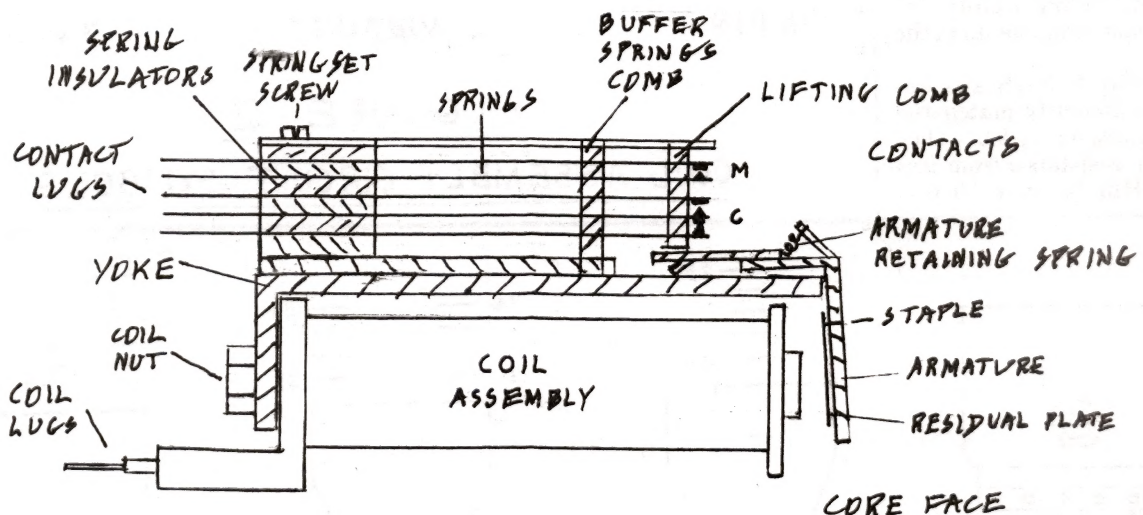


FIGURE 1
RELAY COMPONENTS

iii) The Parts of the Relay

The YOKE of the relay serves two purposes :

- it is the frame; and
- it forms part of the magnetic path

The COIL ASSEMBLY is what creates the magnetism which, when electric current is passed through it, pulls the armature towards the CORE FACE.

The ARMATURE is pivoted on the end of the yoke, and held by the ARMATURE RETAINING SPRING. When the armature is pulled towards the core face, the horizontal section lifts the LIFTING COMB which is a strip of insulating material. It is designed to lift all LEVER SPRINGS only. The other springs (the BUFFER SPRINGS) are held firmly by the BUFFER SPRING COMB which is fixed in position.

All springs are tipped with specially shaped precious metal contacts. Thus, when the coil is "energised", the armature causes the LEVER SPRINGS to move to, from, or between BUFFER SPRINGS.

iv) FEATURES OF CROSS BAR RELAYS

Needless to say, the design of relays has vastly improved since the 1900s. Because they were used by the millions in telephone exchanges, a lot of effort has been put into efficiency, cost, reliability and easy interchangeability of parts. Thank you very much - that's just what we need for our model railways.

COIL ASSEMBLIES come in hundreds of types. There is provision for up to 3 WINDINGS in each coil and 6 COIL TAGS are mounted on the rear coil face, regardless of the number of windings. (Very handy for mounting odd components in the circuits!).

COIL WINDINGS are designed to efficiently match the relay according to its job. They can vary in resistance from less than 1 OHM to over 10 000

OHMS. Most are designed to be operated from a 50 volt DC power source, and many will operate on 12 volts or less.

Coil assemblies are held by a hexagon nut to the yoke, at the back end. It is necessary to remove the armature whilst changing coil assemblies.

CHOOSING COIL ASSEMBLIES is covered below. See Figure 2 for the circuit symbols used for coil assemblies.

SPRINGSETS also come in many types, but nearly all of them are made up from 4 types of contact units:

M Two springs which come together when the relay operates

B Two springs which come apart when the relay operates

C A combination of a B and an M. The centre spring leave the bottom spring, then touches the top spring when the relay operates.

K Similar to C, except that the lever (moving) spring touches on the M side before it leave the B side.

See Figure 4 for a drawing of these four contact units, and the circuit symbols used. I find that the circuit symbols used in earlier Telecom "detached contact" circuits easiest to follow.

(See 'CIRCUIT DRAWINGS' next page)

A SPRINGSET can comprise from 2 to 8 springs. This can be up to 4 CONTACT UNITS. A RELAY can be fitted with 1 to 3 springsets.

If one springset is used, it is fitted in the middle position on the yoke.

If two are used, the two outside positions are used.

If three are used, all positions are used, and if possible, the springsets on the outside positions should have the same number of LEVER springs for balance.

One of the best advantages of CROSS BAR relays is that springsets can be changed by unscrewing only one screw. There is no need to adjust springs within a springset. The most you should ever have to do would be to bend the operating tips of the armature (see MAKING UP A RELAY below).

v) Tag Numbering

Coil Assemblies

(Looking at the back end of the relay)

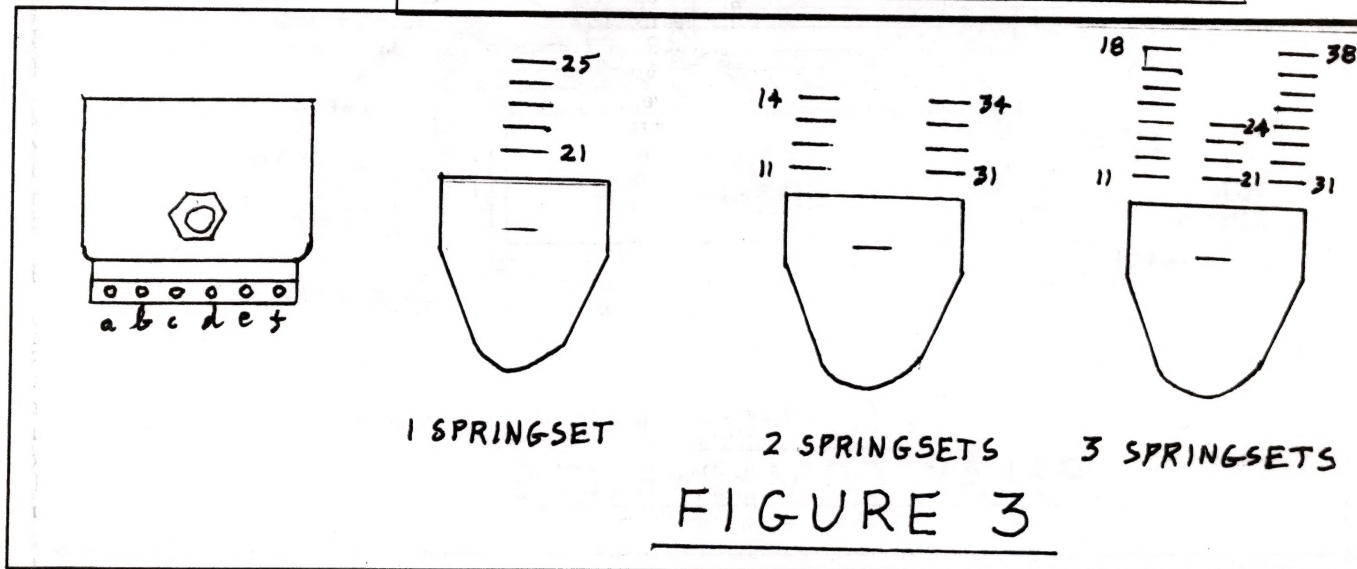
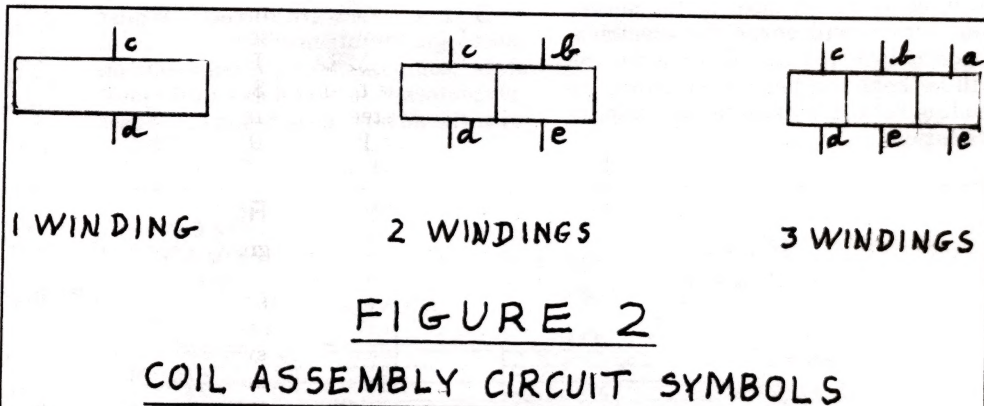
Note that lower case letters are used, because upper case letters are reserved for relay numbers. This Ac is the c tag of the A relay.

Note that we are now looking at the front end of the relays, and that the numbers stay with the springset positions.

Thus A22 is spring number 22 of the A relay. (Second spring up in the middle position).

Typical springsets would be :

M	2M	3M	4M		
B	2B	3B	4B	BM	
	2BM	3BM	B2M	B3M	
	2B2M				
C	2C	C2M	2CM	2BC	2CB
	CBM	BC	CM		
K	2K	M2K	MK	B2K	2BK
	K2M	BMK	CKB	CMK	KB



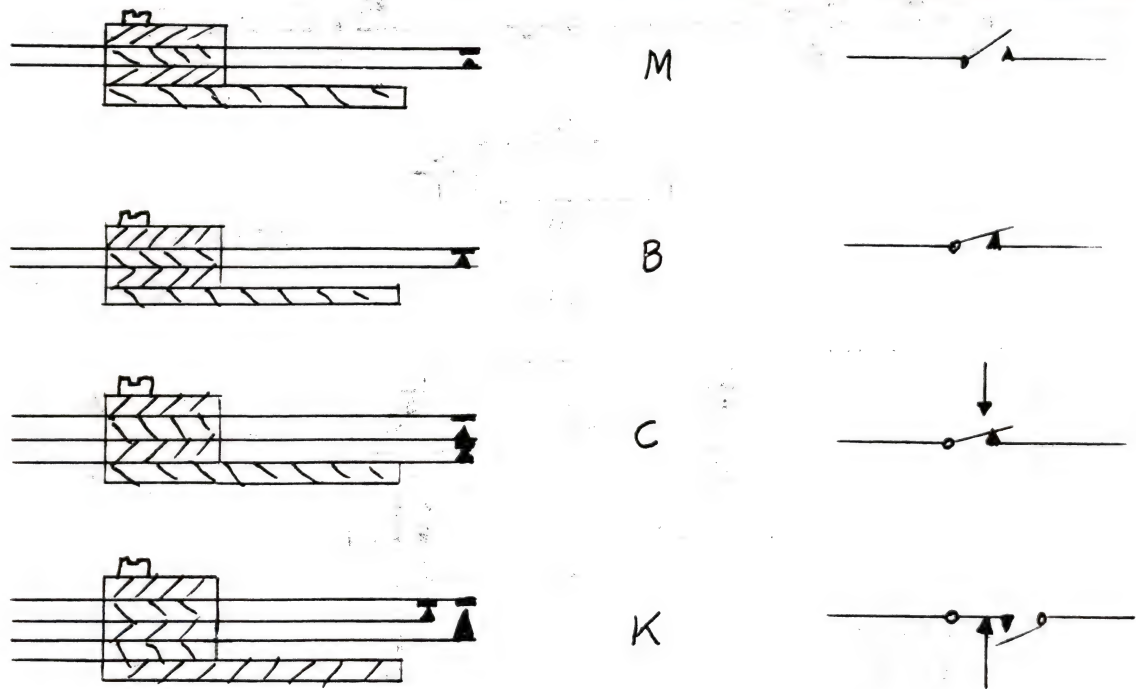


FIGURE 4
CONTACT UNITS

So, you can see, there is plenty to choose from.

vi) Detached Contact Circuits

I prefer the "detached contact" method of circuit drawings, as the functions of the circuit are much easier to understand. Using this method, the contacts of a relay can be found anywhere in the circuit (see Figure 5). (Contact units are shown in the unoperated position).

The functions of this circuit are:

When A operates, C will operate provided that B is not operated.

When C operates, it will "hold" via its own contacts C1 and via D1. (This is called "locking").

When D operates, D1 will release C, provided that A has released.

I think you will agree that it is easier to see this logic in the DETACHED contact drawing, then in the ATTACHED contact (or WIRING diagram). Also, imagine the "bird's nest" which would build up around a relay with 24 springs!

We will save the actual circuits for other parts of this series.

vii) Power Supply for Relays

Deciding on a power pack to operate your relays will depend on how many you intend to use in your layout. If you plan to have only 20 or so relays, then you would choose to operate them from your 12 volt train power pack. If, however, you intend to use over that number, you should purchase a 50 volt power pack, as most of the relays you will find on the scrap market are designed to operate on 50 volts. So:

- a) you will have less trouble finding suitable coil assemblies: and
- b) you will avoid loading up your train power pack.

Again, ex-Telecom 50 volt power packs are available on the scrap market. Several were passed in at \$10 each at the last AMRA Vic Branch Auction. MMRS sells them for \$10 at this time. They are rated at 1.5 amps, so will operate about 100 x 3000 ohm relays simultaneously!

viii) Making Up a Relay

Once you have designed your circuit, you will know:

- a) what springsets you need; and
- b) what coil value should work

It is far easier to swap springsets rather than coils, as changing coils involves removing and replacing the armature, and this means removal and replacement of the ARMATURE RETAINING SPRING, which is a bit tricky. You MUST have a good pair of needle nosed pliers for this job.

After you have mounted the springsets on the yoke, operate the armature by hand. You are looking for two conditions:

- 1) the lifting lug of the armature (under each springset) should move a tiny amount before it hits the LIFTING COMB. If not, bend the lifting lug to suit; and
- 2) the LEVER SPRINGS should not only touch the BUFFER SPRINGS, but actually lift them a little. This is called 'follow' in the business. It ensures a good contact. If in doubt, it will be necessary to remove the armature, and open its angle with a pair of heavy

pliers. Take it easy. If you feel the armature bending, you have probably overdone it!!

ix) Choosing Coil Assemblies

When choosing a coil assembly for a certain relay, you will be influenced by:

- a) the number of springs on the relay;
- b) the maximum heat generated;
- c) the voltage of your power pack

For 12 volt operation, the maximum coil resistance would be around 2000 ohms for a light springset load, but the minimum should not go below 50 ohms, due to overheating problems. (This combination of 12 volts and 50 ohms would produce power - heat - of about 3 watts). A popular choice would be around 200 ohms.

For 50 volt operation, the range would be from 10 000 ohms for a light load to a minimum of 833 ohms (to limit heat to 3 watts). A popular choice would be around 2000 ohms.

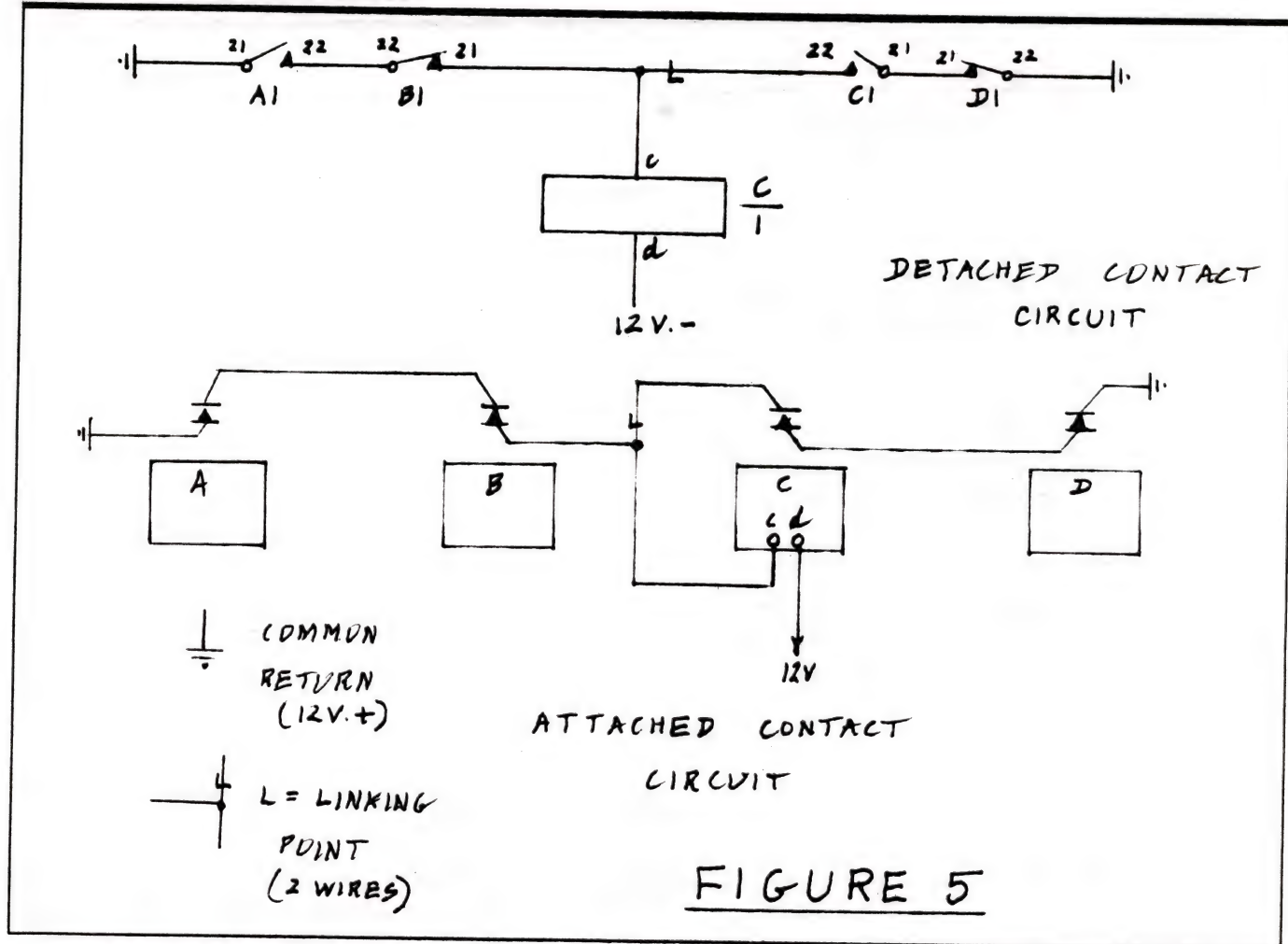
If a coil assembly has 2 or 3 windings, it usually pays to use them.

You have 2 choices, either:

a) **SERIES CONNECTION.** In this case you add the two winding resistances to get the total (see Figure 6(a)).

b) **PARALLEL CONNECTION.** In this case, the overall resistance is "produce over sum" eg. windings are 200 and 3000 ohms:

$$\begin{aligned} \text{Overall resistance is} \\ 200 \times 3000 &= 600\,000 = 187.5 \\ 200 + 3000 &3200 \\ (\text{see Figure 6(b)}) \end{aligned}$$



Coil resistance and current alone do not determine the magnetic power of a relay. The two influencing factors are coil **TURNS** and **CURRENT**. A "fat" coil, but both could measure the same resistance. Obviously, the fat coil would have more turns of thicker wire than the thin coil. So, go for fat coils if you have a choice!

The person supplying you with small quantities of relays will almost certainly supply you with suitable coil assemblies if you state the voltage to be used. If you have a multimeter, so much the better.

One small extra point - if you want a relay to operate particularly quickly, then come down in resistance in the range quoted above.

x) Choosing Spring Sets

This is a bit easier:

- design your circuit;
- add up the number of each type of **CONTACT UNITS** for each relay (M, B, C and K);
- add a C unit as a spare (if possible);
- select your springsets from what is available

EXAMPLE:

Say that your circuit requirements for a certain relay are:

2M, 3B, and 3C units

You could select 2CM/3B/2CM
or 2CB/B2M/2CB
or CBM/2CB/CBM

(Notice that the outside springsets are similar for balance and there is a space C unit in each case).

If you need 9 units, then skip the spare C unit. You will have to add another relay if you ever do need another unit anyhow!

The limit for one relay is 6 C or K units. Alternatively, you can fit 12 contact units if they are all either M or B units. In the example above, we could have an extra B or M unit in the first 2 choices, this totalling 10 units (24 springs).

FINALLY

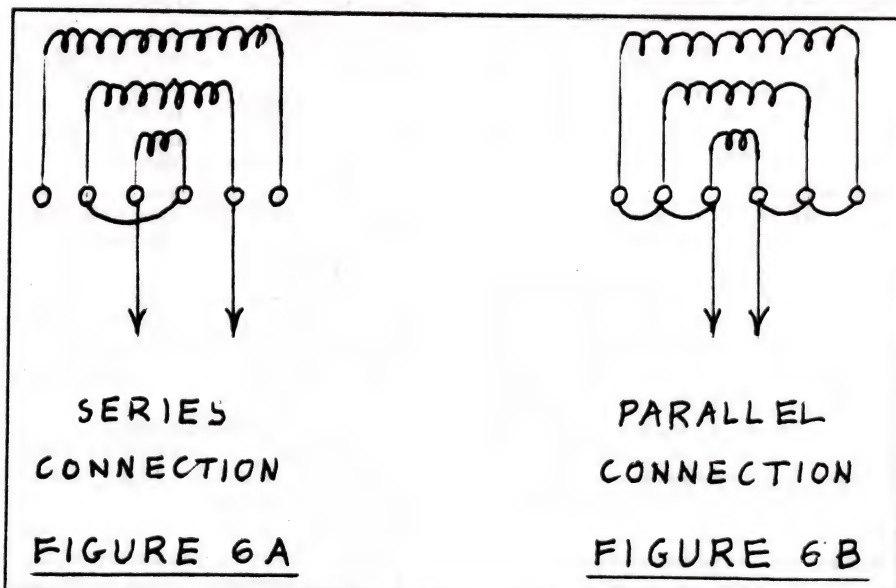
This has been a bit boring I know,

but I promise that the practical applications of later episodes will be better. You will probably appreciate PART 1 more as you use it for reference purposes.

If you are showing keenness at this stage, why not buy, beg, borrow or steal a cross bar relay to examine and have a play. You may open up a whole new world of interest.

If you have any questions, please write to me enclosing a stamped and self addressed envelope for reply:

Mr A N Dowel
4 / 72 Whitmuir Road
McKinnon Vic 3205



More About Trains

In the latest issue of AMRA Journal was a small article from a person detailing some of her early life relative to railways. At times we see articles from RJ Blodkin, and Mac Lagoti, philosophising on matters relative to railways or the lifestyles of we enthusiasts. Our Club Library is chock full of books on all aspects of trains and railways. Most of us have read the writings of Mike Tronson. Patsy Ann Smith and other writers detailing their experiences, so to me it is obvious that our interests are not confined to the model scene alone, but trains and railways overall aspects.

From time to time in our Club Rooms over a cup of coffee and a bickie, the subjects under discussion are mostly on matters 'railway'. With some ex-railwaymen present and some currently with QR, he hear some good stories and comments made that more experiences should be on paper. Perhaps so, for some time ago, I heard one member relate an experience which caused much laughter. Appears that many years ago when about to go on a journey by Rail Motor, come departure time the driver was unable to handle his job, so the passengers pooled their knowledge and took over, getting the RM to its destination, successfully. Another story of just a few weeks ago concerning events amongst some tourists on the weekly service from Cairns to Forsyth and back also caused much mirth, the fellow telling the story related it to perfection, so who knows? Will we ever see it in print?

How did I become so involved with trains? I sometimes think some of us are born complete with the genes or whatever is needed to make us susceptible to the 'disease'. For my part, I recall at the age of about 4 or 5 years I had an old railway vest which, of course, was much too large for me, complete with a watch chain and watch which neither ticked nor tocked, those items being part of the standard uniform of that period. That is, blue serge trousers, vest and coat and a 'lamp wick' tie, headgear to suit, all of which remained in vogue with the old timers until it went out of fashion as they retired. In the small town that I grew up in, as I passed the bar of the local pub, the fellows inside who were 'wetting their whistle' would ask me for the time. As I took my watch out, it was always a quarter to four. Then, when asked what was I going to be when I grew up, I always replied 'an Engine Driver'. I guess I may have been a bit of a job (come to think of it, have things changed?). But, it paid off, as I was taken inside at times, lifted up onto the

by Alan W MacDonald

bar and given a small lemonade to think while the fellows urged me on while they had a laugh.

As I grew older, my school mates were mostly from railway families. With these boys, I spent lots of time at the local rail yards. Often on Saturday afternoon after the work was finished, when 'Toiler' Bryant and his fireman, Ted Lee, were on duty, the engine would be taken half a mile back out on the section to the 'angle', turned and brought back to the station and 'put away'. In company with one of the Bryant boys, we 'rode the footplate' regularly. The boys I went to school with, and knocked about with, mostly followed in dad's footsteps and went into railway occupations, while I went away to boarding school, a fact which I feel caused me to follow work, most of which I was not happy doing. The 1939-1945 war took me off on adventure, after which for a short time always above the age limit for new recruits to enter as Locomotive Enginemmen.

Eventually with a severe shortage of staff, and very few young fellows wanting to make a railway career for themselves, the age barrier was raised. So I started as a 'Cleaner' at Bundaberg Loco which, at that time, in the prediesel era, had about 75 drivers and 75 firemen, plus about 50 or so other grades from loco fireman, leading hand fitters, down through boilermaker, washoutmen, and sundry grades to labourers and fettlers.

In steam days, Bundaberg saw all types of locos which ever ran on QR rails at one period or another. My days saw PB15s, the C classes 16, 17 and 19, the AC 16s (not common), B17s, B18-1/4s and BBs, with probably the most common being the Byer Garratts, ten of which were headquartered at Bundaberg, other frequent visitors from Rockhampton via Gladstone. Apart from a few PB and BBs, most other classes found their way to Bundaberg due to power shortages at inbetween depots. The 18-1/4s were popular with crews, free steamers, fast runners and good riders. The Garratts were probably the most liked, up-to-date power reversing and other power operated gadgets, great crew comfort and best of all, from the fireman's point of view, fired exclusively with Blair Athol Coal. Being fast runners and good steamers, they were used a lot on mail trains such as the Sunshine Express and the Rocky Mail, which trains they handled with ease. At other times these trains were headed by 18-1/4s,

sometimes when over the load limit assisted by a PB. These jobs on the roster were always popular with the crews, nearly always fired with Blair Athol coal. On all trains, the garratts were always fully prepared by the men on 'shed' duty, so it means sign on, get on the loco and away you go. Stories were related from time to time of Garratts with their speedos showing over 60 mph on the 'Golden Mile' between Elliott and Goodwood.

As an overall situation, Bundaberg was a happy depot, most crews loving their work and their locos (could anyone really go bananas over a C19?) Very little disharmony between driver and fireman, even though there was the usual criticism from firemen who nominated some drivers as being 'full regulator men' and bash artists who couldn't drive a thirsty duck to water. The drivers in turn nominated some firemen who couldn't keep hot water up to a slow barber. One such driver frequently nominated was featured in a recent ARHS Bulletin, a lengthy resume given of his rostered working over a long period; he obviously had kept an accurate record. As I read the introduction, I went back 40 years in memory lane to this fellow who was likeable and good company on the footplate, but who loved to run fast and make fools of the fellows who made out the timetables. On one occasion I worked with him on a second division of 112A (Mail x Rockhampton during school holidays as 112). We came into Avondale about 9 pm at an excessive speed. I missed the staff and in the approved manner, I shouted 'missed er'. As he made a heavy application of the brake he turned to me and said, complete with his usual slight stammer: 'n n no need to call me Mister, j j just call me Hughie'.

Since the introduction of the DEs in the early fifties, my 'home depot' has almost passed into complete oblivion. The Garratt Sheds are gone as are all the other fittings and fixtures which went to make a large steam loco depot on the north side of the city. Crews are at a bare minimum to work some 'though' trains and I often wonder what has become of the hard cases and tellers of tall tales, true or from the realms of fantasy, or other identities who stood out from the majority 'like a stale bottle of grog'. I guess most have passed on to a higher classification.

One who comes to mind was nearing retiring in my time (after almost his entire working life on the main line, but now was permanently on duty on a shed shift) was one of nature's gentlemen, by name of Hubie Webb. He told

me a story when years ago he was departing Bundaberg, northbound just on dark, his train was at the station platform, the engine in the normal position, just short of the crossing across Bourbong Street. On 'right away' as he moved his train onto the crossing, a car came up the main street from the city property straight into the side of the loco. Hubie got down and with a few well chosen words he told the car driver off. The car driver was from one of Bundaberg's wealthy pioneer families, who replied 'Don't cry, sonny and I'll buy you a new engine'. As far as driver criticism of firemen was concerned, I was once told by one driver that he had to take over at times with every fireman in North Bundy loco badly in need of a lesson in raising steam and I was no exception. The trouble with Percy was that when a fireman had control, Percy would grab a spanner and blow the boiler down till he had his fireman disadvantaged.

By the way, despite enthusiasm to become a driver, circumstances unforeseen interfered, plus a run of level crossing accidents, a head-on with a DE, a derailment at 45 mph with the DE on its side and several coaches spread out like Monday's wash, plus numerous other incidents such as hitting obstacles placed on the track by vandals. Always on the receiving end of someone else's blunders or acts of villainy, I quit for a less adventurous life when I was due for classification and transfer as a driver, up to that point any driving done being of an unofficial nature.

It Occurs to Me

by Leggy Mac.

Many years ago, Canon Roger Lloyd, a British clergyman and railway enthusiast of note, wrote a book entitled 'The Fascination of Railways'. It is an extremely good book and my copy is showing signs of its age (*just like the Managing Editor, who, by the way, is no relation!*). Mr. Lloyd states in it that he has no desire to learn all the technical bits and pieces about railways. He just loves trains, the places where they can be seen and the people that run them. His enthusiasm, therefore, becomes that of the pure pleasure that trains and their surroundings give him.

It is not quite so for railway modellers in general. Although most of us do get a great deal of pleasure from being where there are railways in operation, we do have some other aims when on or near railway property.

One chapter of Mr. Lloyd's book has the heading of 'Station Sauntering'. In it he maintains that a rail enthusiast counts no time wasted spent sauntering on what he (the enthusiast) considers a good station. I fully agree with that sentiment. I have sauntered on many good stations in many places here and there, and certainly do not count as wasted any of the hours spent so doing.

As an enthusiast, I can appreciate Mr. Lloyd's feelings. The atmosphere of a large, busy Station demands and

holds one's attention. Victoria or King's Cross in London, Flinders Street in Melbourne, Sydney Central are all alike in this respect, yet they are all very different. They all have plenty to see, which will, invariably include, each visit, something not seen there before. Much can be learned about what makes a railway tick.

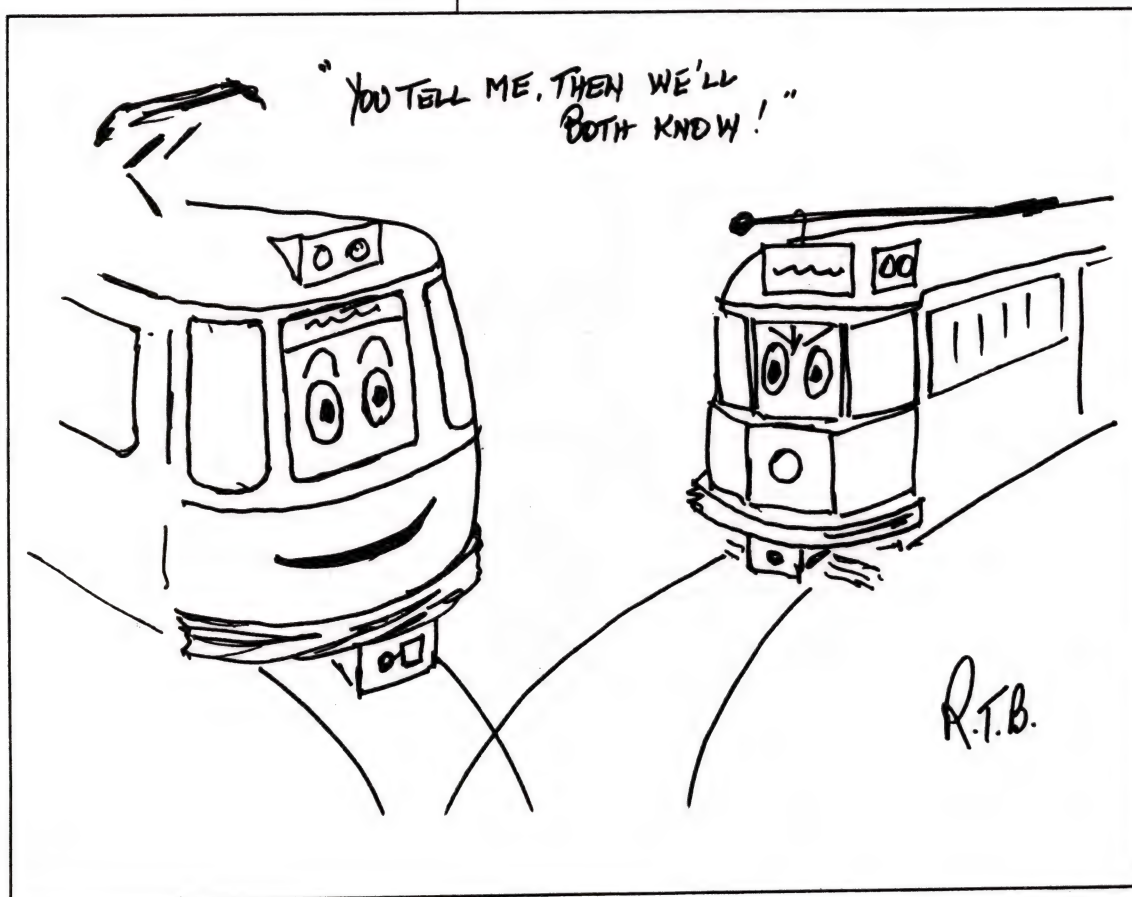
As a modeller, I have other reasons for enjoying a stroll through a "good" station. What I see not only goes to satisfy the pleasure of just being where there are trains. I can not only learn about the railways' version of a life force, but can make plenty of observations of things that can be useful and a help in my modelling activities.

The regular rail enthusiast standard equipment of camera, notebook and pencil becomes doubly useful. Not all the information so gathered may be immediately put to use, but like the time spent, it is not wasted. At some time or other it may answer a question that could crop up. Perhaps it may do the same for someone with a problem. So, the pleasure gained originally is enhanced by being able to help another.

This brings me to say that being a lone modeller can bring quite a bit of happiness, but working with others on modelling projects can be even more rewarding. Developed to its ultimate this can mean that when several gather together with a common interest, the

individuals benefit from the companionship and the companionship benefits from the individuals. And thereby, it would seem, that mutual benefit may be helped along by a little station sauntering.

Of course, the sauntering does not have to be limited to stations, and it is even more pleasurable to have a like minded companion. Unlike a trouble shared being a trouble halved, a pleasure shared is a leisure doubled. I hope that does not sound too trite, but I think most railway modellers will know what I mean.



Saying Thanks

by Tom Parkes

Some time ago an expression of appreciation was extended to Charlie Weathers for the manner in which he has acted as the resident morning and lunchtime tea and coffee maker and for his seemingly inexhaustible supply of video cassettes on things railway which he distributes freely to the Rockdale Wednesday gnomes for their pleasure, knowledge and appreciation.

On this occasion the pleasure, and indeed a privilege, is to extend appreciation to a very long-serving member of AMRA known as Frank R Potts, who was an ardent train watcher and model railway enthusiast from early life. He scrounged footplate rides on shunting locomotives at DKC and as a 16 year old working for the Council drive steam and diesel-powered road rollers. During World War 2, Frank's service in the AIF included the areas of Darwin, Guadalcanal, New Guinea and Borneo and also with the USAF 530 Bomb Group as an air gunner in a Liberator (B24) squadron under a Colonel Wilfred Parks. Such a background included some very close encounters on the receiving end of air to ground and air to air strikes and on the delivery end of raids on enemy bases. Frank also took the opportunity to ride the footplates of military trains in the Darwin area and had to scramble quickly when bombs fell on the shunting yards. In those days, Frank's claim was that he could run as fast as a Zero's machine-gun fire and his capacity to hurdle obstructions when bombs were falling would have surpassed most Olympic standards.... He was, of course, somewhat lighter in weight in those days prior to wife Betty's care and cooking!

Several years after the war, Frank and Betty moved from the Melbourne area (he's still a Carlton supporter) to Sydney and engaged in a variety of occupations, the most extensive being that of high voltage jointer with the Sydney County Council (now Sydney Electricity). Frank was featured in media reports as one of the eight specialists who maintained the Sydney CBD high voltage needs, and as being associated with the attempt to remove the bend from Bent Street following a dramatic window shattering explosion from escaping gas when a manhole (a 'personhole' sounds indecent) was opened. Scalp burns on several occasions have left Frank with that scholarly high forehead.... His range of pavement associated included, of course, such well known City identities such as Bea Miles, Mr Eternity, Hambone, a range of pavement nymphs and even a 'hand on gun' constable in Martin Place, stridently named 'Quick Draw Magraw' by wits who disap-

peared into the Pitt Street crowd.

Frank and Betty were hard workers as members of another Army that is dedicated also to the particular needs of the less privileged members of our society. Frank became a Sar-Major for the general area of Marrickville and also Kings Cross, and as such had a very full and active contribution to make and demands to meet.

Despite the demands of his working hours for the County Council and his commitment to service to the Community, Frank continued to expand his enthusiasm for things Railway and for modelling in HO scale based on North American outline and the Great Northern in particular. As a very active member of AMRA, he was one of the original Wednesday Gnomes, who, in those days worked from early evening to near midnight and later, and made the refurbishing of Rockdale a success. His roles involved those of electrician, carpenter, welder - and all were typified by that approach of 'Let's get on with it and finish it!' His, Ho! Ho! Ho! as Santa Claus at Christmas function has yet to be equalled. His contribution as a member of the COM, as Vice President and as President during a particularly volatile period and without doubt the Branch was indeed fortunate to have the services of a President with the ability to exercise a quiet, firm but very positive control. A number of awkward and difficult issues were dealt without fuss and resolved quickly, the more significant being the resolution of the change to our articles of incorporation.

Frank had had experience with thefts. There was a time when he was 'commandeered' to drive one Major-General T Allen to an AGH somewhere between Batchelor and the Adelaide River. During the evening an enterprising swadhi, who doubt, decided that the Major-General's jeep was just what was wanted - and Frank had an unenviable task of explaining the loss. As a consequence, or perhaps as a punishment, he was crammed into the rear of a small aircraft that flew the party back to Darwin. While he didn't recover the jeep or some of the losses from the break and entry jobs at the Rockdale rooms, he was able to have quick and positive action taken to provide the 'safe' and to handle the insuring company with tact and diplomacy that was rewarding to the Branch.

Having made significant progress in a number of areas, and because of increasing demands on his time to community social work, Frank 'handed' the Presidency to Phil Kelly. Subsequently, Frank retired from the County Council, and since then medical attention, courtesy of Veterans' Affairs, has lim-

A Collection of Kit Assembly Instructions

From time to time, a kit comes to hand which does not have assembly instructions with it. Perhaps they were mislaid or stolen before the kit was sold or perhaps they became misplaced sometime after sale. Either way, there sometimes arises the need for a set of instructions for a kit. There also arises a need when someone wishes to appraise a kit before ordering one by mail or purchasing one for any reason.

To satisfy these requirements, Queensland Branch of A.M.R.A. is collecting as many sets of instructions from kits as can be collected, and holding them in an A4 size refillable display book. These are obtainable from larger newsagents and office supply stores.

Any modeller who wishes to find out details of any kit will be able to examine a copy on file. Modellers are asked to forward any old sets of instructions from kits which they may have for disposal, and these will be included in the file.

EWHW

Gone but not Forgotten

The first magazine ever published in Australia which was totally devoted to railway modelling was "MIXED GOODS".

The magazine was produced, printed and published by several Sydney modellers which included E.W. O'Halloran, A.T. Durham, Fred Gill and W.T. Skillman. Subscription was ten shillings (one dollar) per year and the magazine represented a prodigious effort on the part of all those involved. After some years, publication lapsed due to various reasons, but history had been made and "MIXED GOODS" will ever remain the first ever Australian model railway magazine.

EWHW

ited his capacity to attend Rockdale on a regular basis. However, with improvement in health following hospital and post-operative procedures, there's little doubt that he will again be a frequent and active member at Rockdale.

There has been a formal acknowledgement in praise of Frank's extent and depth of the social work carried out over the years. So far, it seems that any formal acknowledgement of Frank's long and considerable contribution to making railway modelling fun has been overlooked. So, on behalf of those members who are aware of his outstanding input to model railways, we say THANK YOU to Frank and extend the wish that he will have the capacity to continue as an active modeller for many years to come.

The Valve

Federal Secretary AMRA

Dear Stephen,

I have read in various branch reports that some AMRA Branch libraries are lending videotapes. All videotapes are automatically covered by Copyright law. Australian Law provides for a fine of \$50,000 for individuals, or \$250,000 for organisations who breach copyright.

The copyright applicable to a videotape generally appears on the cover slick, and/or on the tape itself. Some copyright notices allow hiring because they are tapes that appeal to the mass population, and the owner obtains a return on their production costs by selling thousands of copies to video hire outlets at an appropriate price. However most specialty Videotapes (like train videos) do not appeal to the masses, and their copyright notices severely restrict trading to direct sale only, otherwise the copyright owner would never get a return on his investment.

So in the case of railway videotapes, it would appear that any library who charges any fee directly or indirectly for the loan of a videotape would pretty certainly be deemed to be hiring the video, and therefore breaking the law. Free lending between friends may or may not be allowed, but I would suspect that in the case of AMRA, as we all pay a membership fee, that could be easily interpreted as an indirect fee. If a big wealthy producer decided to have his solicitor take AMRA to court, it could cost us PLENTY in legal fees alone, or if not defended, then the \$250,000.

I am not a "legal eagle" but I am pretty sure of the above, being directly involved in video production. In the case of our own (Rowlingstock) tapes, we do not restrict free lending between friends, but do not allow any other use, except normal sale, without written permission.

AMRA's lending of tapes puts me in the doubtful position of being both a video producer, and a member of an organisation probably breaching video Copyright law!

Yours Sincerely,

Brian Rowling

The Editor,
AMRA Journal
Dear Rex,

I was particularly interested in Tim Shenton's article in Journal 126 on Command Control, and NMRA's efforts to produce a standard regards compatibility.

I and a friend have both headed down the digital command control track using the Australian developed and produced Infocom system. To date I have 3 walk around controllers, and 12 receivers. Infocom has been extremely helpful to me in that I have several of the older O gauge locos with 24 volt motors, but most have the modern 12 volt can or in 3 cases, 12 volt coreless motors, and Infocom has made a system that will handle all 3 types of motor.

It is to be hoped that the NMRA standard makes allowance for us oldies with quality 24 volt Westinghouse, Lear Avia, Bendix, Collins etc motors. (After all, that was all you could get in those days). I know we can always re motor with a decent size 12 volt can motor, but with the Infocom system, there is no need to. Further, it is "nice" to be able to retain those old motors, partly to keep the locos original, and partly to be able to show the young'uns how we overcame the lack of model motors.

I wonder if the AMRA standards committee (does it still exist?) has poked into the matter. In the past, AMRA standards have been very close to NMRA, the main differences being as far as I can see, the allowances for the Sydney "wide" electric gauge, and 1/43 scale rather than 1/48 in the US.

This brings me to another matter. Scale for O gauge. Most modellers of NSW in O gauge would no doubt use 1:43 scale, and I understand VR modellers use 1:48. I know 1:48 scale looks more like broad gauge than 1:43 does, but in one foul swoop we have once again repeated the madness of the Australian rail gauges into the modelling field, splitting a potential Australian "bits" market into "too small" pieces to make manufacture worth while.

With Britain standardised on 1:43, and the US standardised on 1:48 scales, each has a market big enough to support a very nice supply of finely detailed parts. Have you ever seen the US Walther's O scale catalogue, and the British Gauge O Guild Gazette? Both are brimming with goodies for O gauge for their respective countries. But good old OZ has to make it impossible.

I am currently trying to detail a second hand "Fox" body for a 42 class (GM) which I bought in a weak moment. I have to date worked on the fibreglass body to remove the incorrect outside bracing on the side grilles, (it should have been omitted because it is behind the grilles) and fill in most of the hollows with motor body filler, but have reached a blank with the roof fans. The supplied roof fans are terrible, having

only about 30% of the required number of grille bars, and those are at odd angles. Do any of you O gaugers have any ideas how to make these or of any source of commercial ones?

Sincerely

Brian Rowling

The Editor,
AMRA Journal
Dear Rex,

Regards Roger Lloyd's query on "oh" gauge vs "zero" gauge, the "Gauge O Guild" in England remarked some time ago that right from the beginning it has been called "oh" not "nought" and not "zero". However in France there is a group known as "Circle de Zero" just to add fuel to the fire.

We can argue indefinitely what it logically should be called, (0.5 x 2.5" gauge) (H 2½ gauge) or what you will, but O (oh) it was named so that is what it should be called. The number 0 should be called nought or zero but is often called oh, however the letter O is always pronounced oh, so I suggest we should use the letter O.

Sincerely,

Brian Rowling

The Managing Editor,
AMRA Journal
Dear Roger,

Regarding your query in JOURNAL BOX relating to the use of alphabetic "o", it comes from AUSTRALIA's habit of following everything AMERICAN.

Americans started to use the alphabetic 'o' when using the telephone, so Australia followed suit, the same as the use of ZERO.

The correct term is NOUGHT or NAUGHT.

Sincerely

Jim Goodman

WANTED TO BUY

Triang Davey Crockett Locomotive R358 and Tender R233 in complete original condition.

Malcolm Booker

(02) 451 8807,

11 Kildare Grove,

Killarney Heights, NSW 2087.

FOR SALE

Meccano Magazines, approximately 200 from 1947 to 1972. Price \$4 each.

Contact for list.

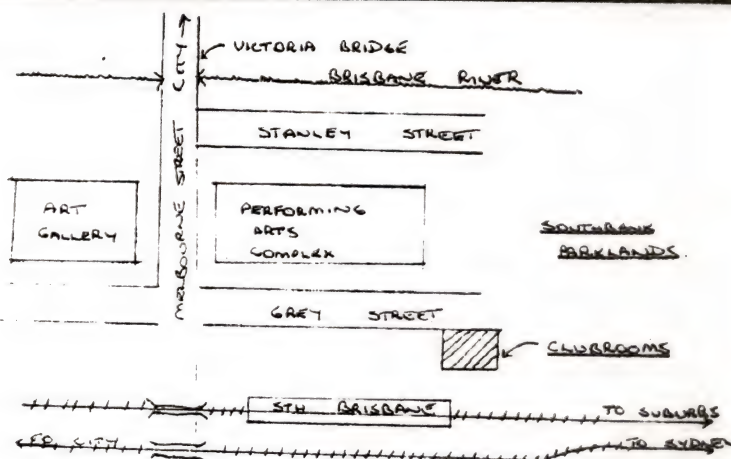
Malcolm Booker

(02) 451 8807,

11 Kildare Grove,

Killarney Heights, NSW 2087.

STATE NEWS



From the Blastpipe

Well, U.S. immigration let me come back home after 6 weeks travel on the iron roads across their country. It's difficult to sum up the trip, as travelling by yourself means you have to think much more about personal safety than with a group. The train travel was excellent and although the time keeping left a bit to be desired, the sleepers and free meals in the dining car that go with it made the rail travel a very pleasant experience.

Anyway, to more important things. At the special general meeting held on Thursday 14th October, both motions on the agenda were moved and passed unanimously so now the committee is going ahead to organise the construction of the building detailed in the letter to members notifying of the SGM. We also now have the permission of the members to raise the necessary funds required. What it means in the short term is that things will be a bit unsettled in the old clubrooms until we finally move, but with the branch hosting visits from other Brisbane model railway clubs over the next few months, we should see our time out at South Brisbane on a bit of a high. So if you happen to be in the area until March next year, drop in for a last look at what has been our home for the last six years.

The Special General Meeting could not have come at a better time, as the Property Management Section of Queensland Rail notified us the day before that we will have to vacate the premises by the 31st March 1994. We are going to have to put in some hard work over the last 5 months to get everything set up for the big move so don't be afraid to lend a hand. We will try to keep the layout operational for as long as possible, so the running times will stay the same until it has to come down.

QR's attitude through all of this is a bit curious, in one line, the Chief Executive says yes we had to go but in the next he says that the goodwill established between QR and the branch will continue. I think we will have to wait and see, but I think we will definitely view their next request for help with a layout in a different light.

The Property Management section of QR came up with only one alternative to our present location and that was the old Mayne Signal Cabin. The building is 12m x 9m on three levels which is not too much different to the area we now have. There were two problems with this alternative, one, the building has been derelict for at least 8-10 years so its condition is unknown (it was completely boarded up so they couldn't do an inspection) and two, AMRA Qld was expected to pay for the renovation to a building we wouldn't even own. Its location means that any access to the building would be extremely restricted and parking would be a real hassle. Consequently, the committee decided that our own building is now the only alternative.

In closing I would like to thank the 1992/93 Committee of Management for all the work they have put in over the last year especially while I was away and to the Exhibition Committee for the best run show we have ever held. But the one person who deserves the most praise is Bob Mawson. It was his efforts that allowed the branch to buy the property at Zillmere four years ago and it has been his untiring desire for the branch to have its own clubrooms that has made it possible for us to finally get out from under QR's wing and go it alone. It's people like Bob that make this branch what it is, we only hope that the BCC will be able to get something out of him when this is all finished. Now if he would only get over

modelling the Ma & Pa maybe we'd all talk to him (I suppose all those FA's go a long way towards it and he does own a Union Pacific Big Boy so he can't be all that bad!)

Seeing this is the last Journal before Christmas I would like to wish everyone a happy and safe Christmas and I hope Santa brings brass.

Happy Modelling,

Tony Weber
President

August Monthly Gathering

Another well attended meeting of members who were treated to a most interesting selection of slides from the photographic work of Stan Moore. The screening covered trains from all parts of Queensland. Stan really did get about in his younger days.

Congratulations

To Robert Farlow for his promotion to shunter on Queensland Rail. Unfortunately a position for Robert may be far away in Central or North Queensland and if so, we will miss his cheery service in the branch sales cupboard. Also we may miss his QR Sn3½ diesel model loco which featured turbo charged smoke units.

Also congratulations to James and Andrea Yuille on the safe arrival of their second son Christopher.

September Monthly Gathering

The meeting was preceded with a good running session on the club layout, the new automatic signalling system easily allowing four trains to operate on the main lines at once. Bill Dunn blew some cobwebs out of some NSW HO diesels, Robert Farlow tried out his Sn3½ QR Railmotor recently purchased at the AMRA Auction and Michael Bertucci tested his new US Passenger Train.

The gathering itself was chaired by Acting President Jim Christie who highlighted recent happenings, committee business and future attractions. Bob Mawson detailed the progress with our new clubrooms at Zillmere.

Following this, the entertainment was some railway movies from the collection of the late AMRA Federal President, Keith Wilcox.

Clubroom News

Iain Moore has been busy preparing the club exhibition album to record our recent 1993 exhibition. Thanks go to photographer Tony Weber, Alan McDonald and others.

As mentioned elsewhere, Ken Howard and Steve Malone have completed the mainline signalling system, presently six-two colour automatic signals protect the main lines, these are automatically controlled by the despatcher who then selects the same controller to adjoining track sections, gives the green light for the train to progress. The system is a single wire system which when appropriate, operates a relay under the signal to give the green. A simple series/parallel wiring connection on the bar switch does the trick.

Presently only two other signals are on the layout, these are at the entrance to Dimbulah, which protects shunting movements at Dimbulah from a main line train coming from Gowrie Junction. This is controlled manually at Dimbulah.

The other signal is the exit signal from the reversing section between Newbury Junction and Lowmead. This is controlled by a push button on the main despatchers panel. The despatcher just holds this down to give a green long enough to allow the loco to pass this signal. The signal is normally set at red. Before this, there was a tendency for the signal to be left at green, causing problems. The present system helps to remind drivers to change direction during this section.

Bob Clelland has been busy with signal construction and a new system of point motor installation for the HOn3½ points.

Members are welcome to submit ideas on the set up and operation of the club layout, the trackwork, the signalling and associated repeaters and the main control panel so that we can get it right, or the best possible when we set up the layout in the new clubrooms.

A First Saturday in September

The first Saturday in September was a busy time for branch members. Not only was the branch having its annual auction at the usual Wavell Heights venue, but also Q.R. was having a Family Day at Ipswich Workshops. John Lees and Ted Ward were asked to display their model railways at the workshops special day.

Ted Ward displayed yet another ingenious segment from his model railway, his set up positioned in the air brake shop. His display follows good U.S. modelling techniques and he certainly makes good value in his modelling dollar. Ted also displayed a selection of interesting railway artifacts.

John has displayed his Q.R. HO layout "Watching the trains go by" seen at our annual exhibition. John's display set up at the historic canteen building. The wall behind the layout featured large photos of the workshops achievements over the years. Sadly though, Q.R. plans to close this interesting and historic work centre.

Other attractions included several self guided tours of the workshops with sample bags for visitors, plus free boxes of welding sparks, a chance to operate a voice operated overhead crane and other assorted interesting activities. The Beyer Garratt 1009 was on display, waiting for its overhaul, along with the other Q.R. steam locos and historic diesels. The Q.R. is starting its own "Railway Historical Volunteer Group" to assist with its own steam tours and other historical activities.

Free steam train rides operated from the workshops gate, with a set of wooden suburban cars operating a push/pull service operating from the workshops to Ipswich every ½ hour. Locos on this service were BB18½ 1079 and the newly released DD17 1051.

Back at Wavell Heights the branch conducted another successful Auction. A different format of presentation was used this time to make the event work better. A wide variety of goods were on offer, and attended by the usual group of modelling enthusiasts, some who come regularly from as far away as Sydney. A big thank you to all members and ladies who helped with this successful event.

BRANCH TIMETABLE

NOVEMBER

Sat 20th Layout Running Afternoon - visit from British Railway Modellers Club. Come and see some English trains in action on the our club layout.
Thurs 25th Monthly Gathering 7.45p.m. Annual Modelling Competition - Bring along anything you have built from scratch or kit, or kitbashed, modified or repainted. An informal, fun event.

DECEMBER

Sat 4th Layout Running Afternoon
Thu 9th Layout Running Evening
Sat 18th Layout Running afternoon

JANUARY

Thurs 13th Layout Running Evening
Sat 15th Layout Running Afternoon
Thursday 27th Monthly Gathering 7.45pm Diorama Competition This event will be just like last January. Bring along any scene that will fit through the door.

FEBRUARY

General Notes - During this month we may start packing up our layout and other items ready for the shift. A Show and tell is planned for the Monthly Gathering on Thursday evening 24th February.

The First Nambour Model

Railway Exhibition

Sat & Sun 18th & 19th September, 1993.

This exhibition was organised by the Nambour Railway Modellers Club, with proceeds to the Children's Ward Nambour General Hospital.

The exhibition attracted a good attendance from visitors, the show presenting two trade outlets and twelve model railway layouts. The venue was the well appointed Nambour State High School Hall, which had a good view of the busy Moreton Mill Cane Tramway systems Howard Street Marshalling Yard.

The two trade outlets present were Suncoast Model Trains, who's proprietor is president of the Nambour Club, and the Turntable who ventured from Nundah in Brisbane for the event.

Model train displays were varied in their outlook.

Exhibit 1 was an OO scale layout "Railways of Britain" by Michael Whitmore, based on the 60's & 70's era. A small Z scale layout was featured alongside.

Exhibit 2 "Dabble Creek" N scale U.S. Mainline Railroad.

Exhibit 3 A display of layout construction by Nambour Railway Modellers.

Exhibit 4 "Flyover Junction" an interesting HO layout designed to fit under a single bed.

Exhibit 5 "Woombye" A large HOn3½ QR layout by Ron Fox, featuring many items of rollingstock from the Black Diamond label.

Exhibit 6 "Knotty Ash" A point to point typically English OO layout by the British Railway Modellers Association.

Exhibit 7 O scale 16.5mm cane layout by the families of Hadley and Malone.

Exhibit 8 Beenleigh Model Railway Club. An interesting display of HO and N scale layouts.

Exhibit 9 "Rio & Southwest Pacific" A large 8 x 15m N scale U.S. layout with some interesting scenery effects.

Exhibit 12 Railway Modellers Club of Qld. A large modular HO layout featuring 3 running lines and a variety of rollingstock.

Exhibit 14 A local collection of Hornby and Meccano, featuring a BB18½ approx 1/12th scale in Meccano.

Another exhibit featured the new technologies in model train control with many locos on a track without track sectioning.

The exhibition featured a delicious

Top
On Saturday
4/9 newly
restored QR
DD17 1051
waits in the
North Ipswich
Yard prior to
working the
rides for the
visitors to the
Ipswich
Workshops
family day.

Photo
S. Malone



Bottom
At the Ipswich
Workshops
family Day 4/
9/93, Beyer
Garratt is on
display soon
after its rescue
from the
Redbank
museum. News
of its
restoration
since shows
that the loco is
in good
condition and
should be
running next
year.

Photo
S. Malone



Whistle Stop Canteen manned by the Presidents wife and family with assistance from the ladies from AMRA Qld and Caloundra Model Railway Club.

A 24 page exhibition guide was issued to visitors containing over 20 advertisements from local businesses in

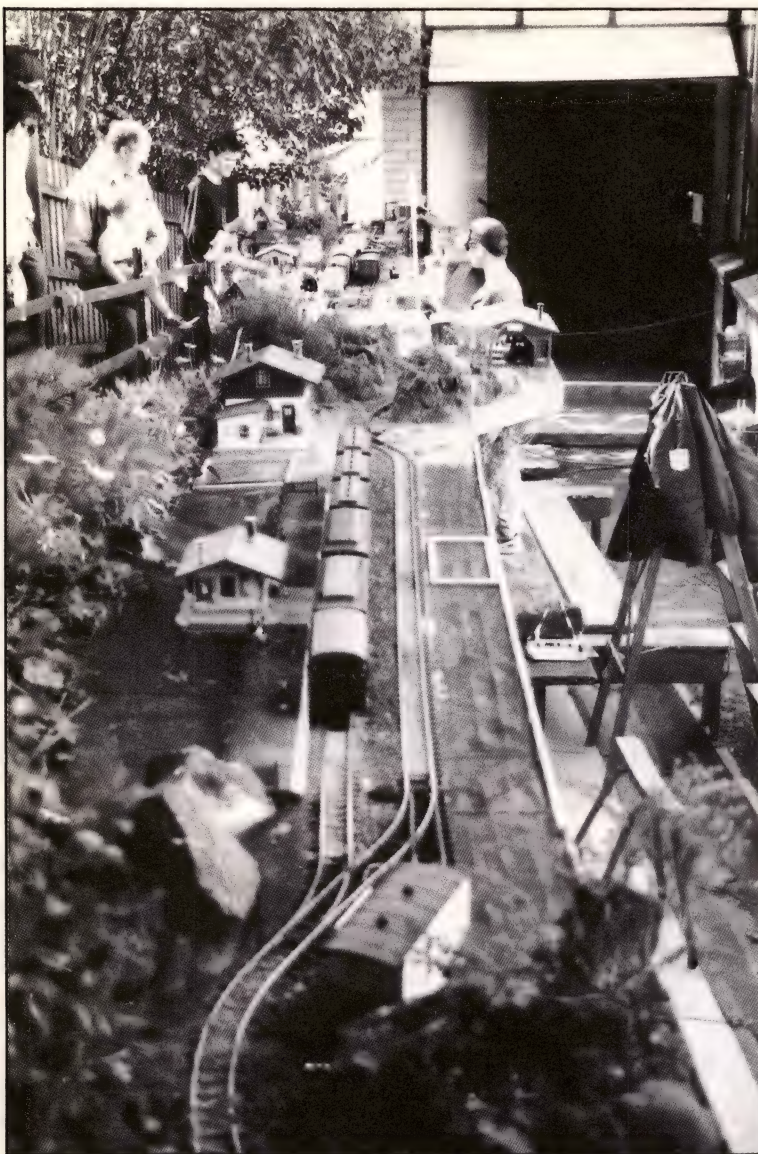
the area, helping to produce an excellent well produced publication.

The exhibition covered its costs over the first day, and with the blessing of good publicity, no doubt a substantial donation will be made to the children's ward at the hospital.

Note of Thanks

As this is my last Journal report I would like to say a big thank you to all those members who contributed articles for publication over the last two years who helped to make my job as reporter considerably easier.

Debbie Malone.

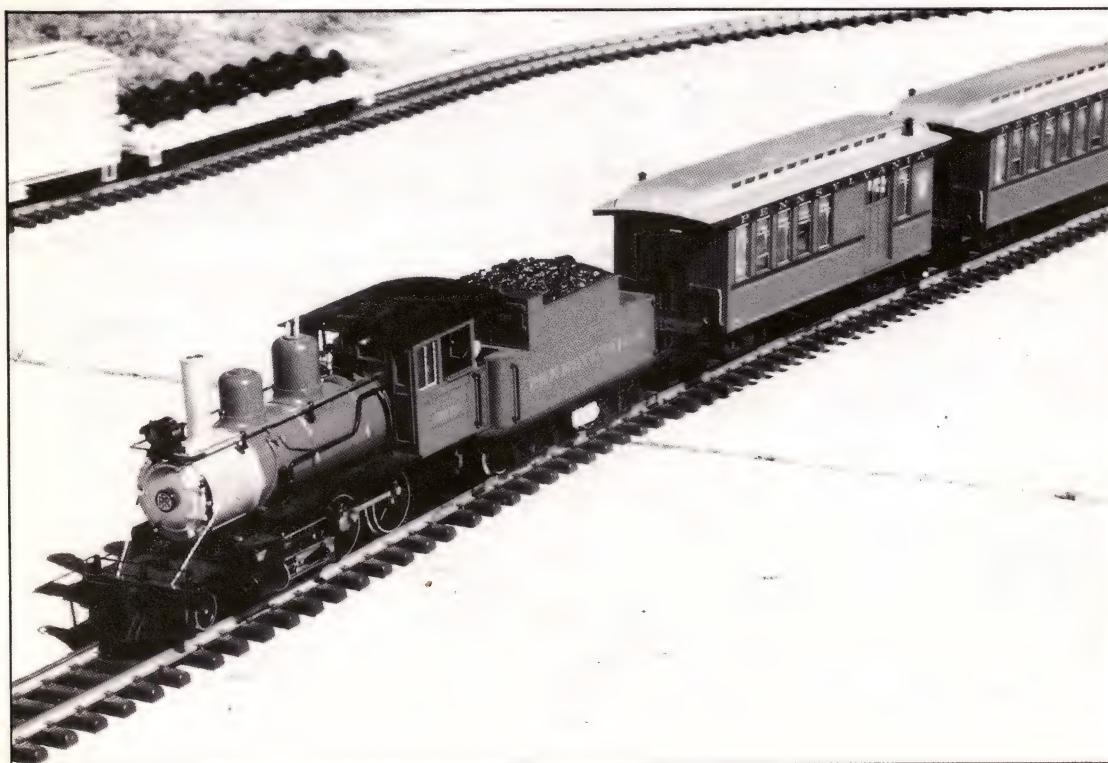


President's Piece

The Annual General Meeting was held on Thursday 14th October 93. Graeme Nitz, John Harry and Stuart Westerman presented the President's, Secretary's and the Treasurer's reports respectively.

Bob Marsden was unable to be present to receive the 1993 Meritorious Award, it will be presented to him on behalf of the Federal Committee at the November meeting.

Bob (Robert) Marsden joined A.M.R.A. in April 1983 and is one of those dedicated members who has demonstrated his willingness to give freely of his time



At the recent Open day at the Victorian Branch, full use was made of the outdoor area. Top left shows the first stage of the permanent LGB Railway. At present, this is only a very short point to point layout, but once the "Great Wall of Glen Iris" is completed, it will extend around in front of the Clubrooms, to the right of the foreground in this photograph.

The lower photo shows some LGB running on a temporary track laid on the car park area.

Photos
Ian McKenna

and abilities to further the aims and growth of our Association.

Bob was a school cleaner when he joined AMRA and was able devote considerable spare time to Branch activities, including the cleaning of the clubrooms and grounds maintenance, and be a regular participant in working bees.

Bob models USA prototype and has been actively involved in timetable operation on the Club HO layout. His knowledge and understanding of the complexities of the Club HO layouts enabled him to introduce the Junior Running Days and in more recent times coordinate timetable sessions for the Daylighters. Bob is keen to show outsiders what AMRA has to offer and has been involved in staging Open Day displays at the clubrooms and also exhibiting Kyneton at Corio, Ballarat and Morwell Exhibitions.

The Association is more than an opportunity to run model trains and Bob has shown his willingness to contribute to the benefit of all members by accepting the position of Branch Reporter, and in addition taking on the task of printing Journal so that Roger Lloyd could concentrate on desktop publishing to produce a more professional Journal.

The Marsden family have contributed significant time and effort to the advancement of the Association and will become part of branch history with Bob receiving the President's Award in 1984, son David receiving the President's Award in 1989, and wife Judy received the President's Award in 1992.

The recipient of the 1993 Presidents Award is Alan McKenna.

Alan joined AMRA in October 1969, then resigned but subsequently rejoined in March 1980. Alan is an Industrial Chemist and during this period he was also a member of MMRS where his talents in making buildings and scenery were reflected in their club layout. In more recent times we have benefited from his modelling skills on our layouts

Alan models mainly in American prototype but also has NSW and Victorian models which are always available for operation on the layouts, either at the clubrooms or for exhibition purposes. Until recently Alan seldom came to Vic Branch meetings, but he participated in layout construction on Tuesday nights and the Timetable operating sessions. Alan was a regular participant in working bees and the introduction of the daytime activities for the Daylighters allowed Alan to become a regular attendee and he has been one of the stalwarts in the construction of the new retaining wall.

Alan is always willing to pass on his knowledge to others and has presented clinics to interested modellers as well as offering advice and assistance on specific problems.

Also the following Awards were presented:

Competitions

Photographic Award
Stuart Westerman
Certificates
Best Slide
Ian McKenna - B69 at Geelong
Best Print
Stuart Westerman Mangalore before & after
Bob Edwards Trophy
Peter England
Fyfe Thorpe Award
Insufficient entries
Gordon Duncan Award
Peter England
Certificates
Best Scratch Built Model Structure
Alan McKenna - Maldon Goods Shed
Best Kit/Modified Commercial Model Motive Power
Reith De Sousa - BN 40-213
Passenger Equipment
Bob Dunn - VR 4CW Van
Freight Stock
Ian McKenna - USA Box Cars
Maintenance of Way
Peter England - BR Permanent Way Van
Permanent Way
Ron Thomas - VR 3 Home & 1 Disc Signal Bracket
Structure
Manfred Ebinger - Warehouse

Committee of Management

Your new Committee of Management was elected as follows:

President

Bob Edwards 1 Year

Committeemen

John Harry 2 Years

Stuart Westerman 2 Years

Blair Westerman 2 Years

Ron Polistena 1 Year

Graeme Nitz 1 Year

Robert Bogie 1 Year.

Stewart Pattison was unsuccessful in the election of Committeemen but was thanked for offering his services. It was disappointing that Jack Treseder was not standing for re-election on the C.O.M. Many thanks for a job well done over the years, most recently The Great Wall of Glen Iris.

At the October C.O.M. meeting the positions and responsibilities were set as follows:

John Harry Secretary - Camberwell Exhibition liaison officer

Stuart Westerman Treasurer - Property Manager - Willsland liaison

Blair Westerman Vice President - Equipment Manager. Camberwell Exhibition Hall Planner.

Graeme Nitz Asset Register - Wills Street Layout Co-ordinator.

Ron Polistena Layout Manager.

Robert Bogie Security Manager.

It is also proposed to appoint a layout co-ordinator for each of the other layouts to report to Ron Polistena on a regular basis of future plans and expenditures to keep the layouts in top condition.

The Daylighters will be given the Kyneton layout as their project to improve and maintain in top condition to exhibit at Camberwell in 95, as soon as Wills Street is completed and packed away. (Wills Street will be exhibited at Camberwell 94 and at Bendigo, Easter 94). In the mean time they will be given set projects on the main layout.

Bill Morehouse is re-appointed Willsland Manager.

Brian Southwell is re-appointed Librarian, with Brian Frary and Greg Attrill as his assistants.

Trevor Reeves is appointed Monthly Competition Co-ordinator.

You will notice a replacement fridge has been purchased, also a new Kazz brush cutter has also been purchased and the lawn mower repaired. The old gang chairs have been sold.

A maintenance property and improvement plan will be published early in the new year.

The C.O.M. meeting went for just over 5 hours but it was felt a lot was achieved.

Bob Edwards
President

Journal Notes

September Meeting

Items for Display

I McKenna - Book on Southern Pacific (USA) Coaches built by Pullman Co from 1930 to pre-WW2.

Competitions

Model - T Reeves - Scratchbuilt 2nd Series High Nose VR J Class DE Loco - 92 points

Photo - Garratt Locomotive

Print - S Westerman - at Dorriggo - 78 points

Slide - I McKenna - 6029 near Wangaratta - 94 points

Syllabus Item

Rob Bogie showed slides of Swiss Railways taken during September 1992. The slides covered the Swiss Federal Network as well as 5 Canton Railway networks.

October Meeting

This consisted of the AGM, a report on which is being covered elsewhere.

Items for Display

G Nitz - Rolling stock boxes lined with high density foam.

J Treseder - Miniature sash clamps available from Linic - Proops (a Perth mail order firm).

J Gardner - Rolling stock with personalised 'rubber stamp' lettering.

Competitions

Model - T Reeves - Kit of BGM VR A2 811 steam locomotive - 94 points

Photo - Narrow Gauge Diesel Loco

Print - L Bugeja - Diesel at Queenscliffe - 92 points

Slide - I McKenna - SAR 874 & 859 at Peterborough - 90 points

Syllabus Item

This being the AGM, there was no syllabus item.

General Notes

Competition Organiser

Trevor Reeves has taken over from Bob Edwards duties which involved the organising of entries in both the Model & Photographic competitions. He will also judge the Model Competition.

Bendigo Exhibition

The Branch has agreed to exhibit "Wills Street" (USA) layout at the Bendigo Exhibition over Easter 1994 (from Friday 1 to Monday 4 April inclusive).

Further information and details in a later issue of Journal.

Club Jackets / Coats

Small ones cost \$45, large ones are \$55 - see Treasurer for ordering.

Perpetual Trophy

Has been donated by Mr G Fraser for the Best Exhibitor's Stand at the Camberwell Exhibition commencing in 1994. All exhibitors will vote to choose the winner.

Meeting Security Officer

Rob Bogie has been delegated the task of ensuring that the layout room, etc is locked during the monthly meetings. If you need to get into this room or elsewhere during a meeting, please see Rob about the matter. This is try to ensure that the rooms are never inadvertently left open during meetings.

Clinics

The most recent of these clinic evenings was held on Thursday 30 September 1993 at which Alan McKenna talked on and demonstrated "Air Brushing of Models".

The largest attendance at any of these clinic nights were present (16 members) to hear and see Alan demonstrate his technique and methods, as well as discuss the advantages (and disadvantages) of various types and makes of "air brushes".

Also covered was advice and tips on types of paints and lacquers.

As usual, Alan showed that his abilities, etc in this area of modelling was of an excellent standard.

1994 Camberwell Exhibition

This will be held from Friday 11 March to Monday 14 March 1994, inclusive, with setting up, etc on Thursday 10 March 1994.

Clinic

The next Clinic Night will be held on Thursday evening 30 December 1993 at 7.30 pm on the topic of "Operating the Club's HO layout"; organised by R Marsden.

Those attending are requested to obtain and read the drawings and text sheets that have been prepared covering various aspects of the HO layout. A listing of these drawings and text sheets can be found on page 42 of the March / April 1993 Journal under the heading of "HO Layout".

Omission

The Programme for November 1993 on page 128 of the September / Octo-

ber 1993 Journal omitted the Daylighters session to be held on Monday 29 November 1993 (10 am to 3 pm).

Junior Days

For a number of years, Junior Days have been held on Saturdays during the winter months and on weekdays during school holidays (generally 6 at each).

In 1993, the following members participated in supervising and organising these days:- R Marsden, L Bugeja, T Reeves, R Pearson, K Willhelms, J Gardner.

It is important that consideration be now given to 1994 with regard to these days and, consequently, it is requested that interested members indicate their opinions and interest in the following matters:-

- Days, dates and times
- Members to supervise and organise
- Any other relevant suggestions, etc

Timetables

At the present time there are 4 different timetables for operation of the Club's HO layout. The sheets for each of the timetables are kept in loose leaf clear plastic sheets and coloured covers. The sheets and covers were donated by Stuart Pattison.

Bob Marsden

Programme

December 1993

- Mon 20 Daylighters - 10am to 3pm - BYO train
- Wed 22 Junior Running Day - 10am to 3pm - BYO train
- Thu 23 Daylighters - 10 am to 3pm - BYO train
- Thu 23 Timetable Operation - 7.30 to 11.30 pm - USA Western 1970/80
- Thu 30 Clinic - 7.30 - Topic - Operating Club Layout
- Fri 31 Timetable Operation - 7.30 to 11.30 pm - Swiss Era 4/5 (1980 to present)

January 1994

- Sun 2 Timetable Operation - 1.30 to 5.30 pm - UK prototype
- Mon 3 Daylighters - 10 am to 3 pm - BYO train
- Tue 4 Junior Running Day - 10 am to 3 pm - BYO train
- Thu 13 Daylighters - 10 am to 3 pm - BYO train
- Thu 13 Running Night (no Meeting & competitions) - 7.30 pm - BYO train
- Mon 17 Daylighters - 10 am to 3 pm - BYO train
- Tue 18 Junior Running Day - 10 am to 3 pm - BYO train
- Thu 27 Daylighters - 10 am to 3 pm - BYO train
- Thu 27 Timetable Operation - 7.30 to 11.30 pm - USA Western 1960 / 70
- Fri 28 Timetable Operation - 7.30 to 11.30 pm - General Era 4/5 (1968 to present)
- Mon 31 Daylighters - 10 am to 3 pm - BYO train

Library Notes

Would you believe that this month we have more additions to the Library than I have space even to list. We've received a quite magnificent donation from a certain John Woodfine that will be of particular interest to modellers of the British prototype. But to that later.

There are only two volumes specifically on model topics: *The World Guide to Model Trains*, that lavishly illustrated but eccentrically selected collection (Australia apparently has models only of Vicrail and SAR), and B.A.Chubb's *How to Operate Your Model Railroad*. Australian prototype includes the stylish *Railway Stations of Australia*, with Rennie Ellis' beautiful photos, M.E.Kelly's *Rail Australia* and the indefatigable Marc Tronson's *Train Drivers' Stories*.

There are general books such as a third edition of L.T.C.Rolt's *Red for Danger* and *The Illustrated Encyclopedia of Railway Locomotives* by Robert Tufnell, really encyclopedic, not just the sort of glossy coffee table thing that is often given that sort of name.

Specifically British is *The Illustrated History of British Railways* by G.F.Allen, with a wonderful collection of engravings from the early days, and two books on railway-owned road vehicles: *Railway Motor Buses and Bus Services in the British Isles, 1902-1933, vol 2*, by John Cummings, and *Road Vehicles of the Great Western Railway*, by P.J.Kelley. LNER enthusiasts can have *The LNER Remembered*, a beautifully produced little volume of photos with no apparent author or publisher.

But if the Great Western is your love, stand by! There are four books of footplate reminiscence, three being by Harold Gasson, one collected (and embellished) by Adrian Vaughan. There are *Great Western Steam Around Bristol*, *Great Western Steam - Preserved and Great Western Revival*, *Branch Line Memories* and *The Abingdon Branch, 150 Great Western Railway Years and just Great Western* (a volume in O.S.Noek's Pre-Grouping Railway Scene). And those are just the smaller photographic collections. As well, there are three hefty pieces of scholarship: *Freight Wagons and Loads in Service on the Great Western Railway and British Rail, Western Region*, by J.H.Russell, which has mouth-wateringly enlarged shots of the rolling stock, one to a page in landscape format (you can really count the rivets), *The Great Western at Swindon Works* by Alan S.Peck, with all sorts of fascinating material (did you know that they ran their own school, and even provided an iron ball for the kids to play with!) and *An Historical Survey of Great Western Engine Sheds 1837-1947* by E.Lyons and E.Mountford, again in landscape format, with track plans and everything.

And I haven't mentioned them all!

We can also add to them several more items from the estate of Gordon Fox: *Railway Accidents of Great Britain and Europe* (more accidents!) translated from the German of Ascanio Schneider and Armin Mase, *Double Headed*, reminiscences by father and son Gilbert and David St John Thomas, two volumes of the British Railway Board's 1963 report *The Reshaping of British Railways* (was this the Beeching Report? There's no mention of anyone's name) and a collection of British official reports on railway accidents (yes, still more accidents!).

There are probably about as many titles again from Mr Woodfine, which the Library already holds, and the club can sell, and as well as taking all the above into stock, I've been pricing these for sale. I've been a pretty busy boy!

Brian Southwell
Librarian

Rules for the Conduct of and Judging of Modelling Competitions

A copy of the rules and points score for the Modelling and Photographic Competitions are set out below.

a. General Information

1. In all modelling competitions conducted under these rules the judges decision shall be final and there shall be no appeal from such decision.

2. Only models which are the product of and property of the builder will be considered by the judges.

3. Reasonable protection and security will be provided for entries in any modelling competitions conducted in accordance with these rules, however, the A.M.R.A. Victorian Branch accepts no liability or responsibility in relation to the loss or damage to entries in such modelling competitions.

4. There shall be no restriction on the number of models which may be entered in any section of a modelling competition conducted under these rules.

5. Each entry must be accompanied by an official entry form, properly completed and signed by the entrant or his authorised representative.

6. If in any section of any modelling competition conducted under these rules there is only one entry, that entry may receive an Award provided that in the opinion of the judges the entry is deserving of an Award. However, if in the opinion of the judges the standard of the models entered in any section does not warrant the issue of an Award for that section, the judges are not required to issue an Award in that section.

7. Models which are awarded first place in an Open Modelling Competition shall not be accepted as entries in any other modelling competition conducted under these rules. Models which

are awarded first place in any other modelling competition shall be accepted as entries in the Open Modelling Competition. For the purposes of this clause the "Open Modelling Competition" shall be the competition conducted by the A.M.R.A. Victorian Branch in conjunction with its Annual Exhibition or such other competition as the Committee of Management of the Victorian Branch shall from time to time nominate as the Open Modelling Competition.

b. Sections for Competition

1. Motive Power

All types of locomotives including any self propelled rail vehicles

2. Passenger Equipment

All types of passenger revenue equipment excluding self propelled rail vehicles but including sleepers, diners, observation cars, combines, baggage vans and any other equipment which would normally form part of the consist of a passenger train.

3. Freight Cars

All types of freight revenue equipment including cabooses, guards vans, brake vans, etc.

4. Maintenance of Way

All types of road and rail vehicles which are used to maintain, repair or construct the permanent way.

5. Permanent Way

All types of trackwork, signals, buffer stops, bridges, tunnels, etc. but excluding any buildings or other structures.

6. Structures

All types of buildings - lineside, residential, commercial or industrial - would also include other structures such as stockyards, mine head works, container cranes, etc. which would not qualify for inclusion elsewhere. Entries in this section will be considered purely on the basis of the structure and not on any supplemental scenery.

7. Display or Diorama

A model or group of models associated with railways including supplemental scenery not pertinent to the functioning of the model or primary structure.

c. Judging

1. Points

The maximum possible score for an entry in any section is 100 points. These points are awarded in classifications as follows:

Construction 0 - 35 points

Detail 0 - 20 points

Finish and Lettering 0 - 20 points

Scratch Building 0 - 25 points

The entry which scores the highest total of points shall be awarded first place in the section.

2. Construction

In allotting points in this classification judges shall have regard to the apparent quality of workmanship of the builder. Proper handling of materials, applied labour, skill and craftsmanship as demonstrated by the construction

are considered.

3. Detail

This classification is concerned solely with the quantity and not the quality of pertinent detail added to the model. The amount of subordinate parts added as well as the complexity of the model is considered.

4. Finish and Lettering

This classification relates to the general appearance of the model and to the proper application of finish and lettering (when lettering is a necessary part of the model) as reflected by surface treatment to achieve a specific effect through the proper use of materials. Painting, weathering and special effects are considered finishes. Lettering, either by decal or by hand, is considered for the job done. The quality of commercial decals or pre-lettered parts is not the responsibility of the model builder.

5. Scratch Building

This classification deals with all parts of the model which have been fabricated by the builder. Preformed wood, plastic and metal are considered basic material for scratch building. The following notes shall serve as guidelines in the judging of this classification, they do not represent a definition or description of a type of model. The fabrication of any expected item of the builder may warrant the awarding of points above the group norm.

(a) Locomotives

Group 1.

Completely Scratch-Built - Everything scratch built excepting motor, gears, drivers, wheels, couplers, trucks and headlight bulb. 20 - 25 points

Group 2.

Mostly Scratch-Built - Everything scratch built excepting Group 1 above, and locomotive and tender frames pilot, smoke box front, main and side rods and cylinder block. 11 - 19 points

Group 3.

Partly Scratch-Built - Everything scratch built excepting Groups 1 & 2 above, and valve gear and commercial parts such as domes, stack, pumps, marker lights, brake rigging, etc. 0 - 10 points

0 - 10 points

(b) Cars - Passenger or Freight

Group 1.

Everything Scratch-Built excepting trucks, couplers, brake wheel and housing. 16 - 25 points

Group 2.

Everything Scratch-Built excepting Group 1 above and seats, brake cylinder-reservoir-triple valve, ventilators, door latches, diaphragms, ladders, and plastic or metal window sash, end platforms and steps. 0 - 15 points

0 - 15 points

(c) Structures and Dioramas/Display

Group 1.

Completely scratch-built excepting metal, wood and plastic sheet and shapes and light bulbs. 16 - 25 points

Group 2.

Everything scratch-built excepting

Group 1, and metal and plastic doors and windows, interior fittings, figures and animals, earth and foliage materials. 0 - 15 points

6. Score Sheets

The judges shall complete a score sheet or sheets for each section of the competition and such score sheets shall be made available on request to entrants for perusal. It is the responsibility of the competition organiser to refer the score sheets to the Branch Secretary at the completion of the competition.

d. Scoring

To facilitate multiple judging of entries, deduction of 5 points from the total possible score may be done on an exception basis as follows:

2(i) Construction 0-35 points

- a Model not square
- b File or sanding marks
- c Excessive glue or solder
- d Lack of adhesion evident
- e Visible joins in material
- f Bowing of material (except weathering)
- g Poor representation of subject

(ii) Detail 0-20 points

- a Obvious lack of essential detail
- b Incorrect positioning of detail parts
- c Detail parts not square to model
- d Lack of complexity (simplicity of model)

(iii) Finish and lettering 0-20 points

- a Uneven paint surface
- b Detail hidden by paint or lettering
- c Lack of lettering (when lettering is an essential part)
- d Lettering not square to model

(iv) Scratchbuilding 0-25 points

- (a) Locomotives
 - a Main superstructure
 - b Frame, cylinder block, side rods/valve gear
 - c Couplers, driving wheels or trucks
 - d Domes, pumps and other detail parts
 - e Brake cylinders, shoes and rigging etc

(b) Cars - Passenger or freight

- a main superstructure
- b End platforms, diaphragms, ladders or steps
- c Couplers, trucks
- d Ventilators, windows, doors, seats and other detail parts
- e brake cylinders, shoes and rigging etc

(c) Structures or Dioramas/Display

- a Main superstructure
- b Exterior details - windows, doors, steps etc
- c Interior detail - furniture, machinery, stairs etc.
- d Operating accessories
- e Foliage, rock castings, fences, figures etc.

Rules for the Conduct of and Judging of Photographic Competitions

a. General Information

1. In all photographic competitions conducted under these rules the judges decision shall be final and there shall be no appeal from such decision.

2. Only photographs/slides which were exposed by and are the property of the entrant will be considered by the judges.

3. Reasonable protection and security will be provided for entries in any photographic competitions conducted in accordance with these rules, however, the A.M.R.A. Victorian Branch accepts no liability or responsibility in relation to the loss or damage to entries in such photographic competitions.

4. There shall be no restriction on the number of photographs/slides which may be entered in any section of a photographic competition conducted under these rules.

5. Each entry must be accompanied by an official entry form, properly completed and signed by the entrant or his authorised representative.

6. If in any section of any photographic competition conducted under these rules there is only one entry, that entry may receive an Award provided that in the opinion of the judges the entry is deserving of an Award. However, if in the opinion of the judges the standard of the photographic slides entered in any section does not warrant the issue of an Award for that section, the judges are not required to issue an award in that section.

b. Sections for Competitions

1. Photographs

This section includes colour and black and white prints or enlargements. Entries in this section will be considered purely on the basis of the subject and masking or cropping of unwanted detail is at the discretion of the entrant.

2. Slides

This section includes colour and black and white transparencies. Entries in this section will be considered purely on the basis of the subject as projected on the screen and masking of unwanted detail is at the discretion of the entrant.

c. Judging

1. The maximum possible score for any entry in either section is 100 points.

These points are awarded in classifications as follows:

Composition

- (i) Illustration of subject 0 - 25 points
- (ii) Framing of subject 0 - 20 points
- (iii) Impact and appeal 0 - 10 points

Technical

- (iv) Clarity and sharpness 0 - 25 points
- (v) Correct exposure 0 - 20 points

2. Judging will be primarily on photographic merit with allowance being

made for dimensions of subject, movement of subject and fixed track orientation.

(i) Illustration of Subject.

In allotting points, the judges shall have regard to the subject being the dominant element in the scene.

(ii) Framing of Subject.

This classification is concerned solely with the efforts made to keep the subject in balance with the background and the elimination of distracting detail.

(iii) Impact and Appeal.

This classification is concerned with the emphasis which makes a striking picture of what could be a routine view.

(iv) Clarity and Sharpness.

In allocating points in this classification the judges shall have regard to the subject and the intention of the photographer. Was a shallow depth of field used to focus attention on the subject and throw unwanted detail out of focus? Was panning used to show action by creating a blurred background?

(v) Correct Exposure.

This classification is concerned with the colour toning of the photograph or slide. Points to be deducted for faint image, excessive contrast, colour cast (indicative of exposure too close to dawn/sunset) unless entry is for this type of picture.

3. The purpose of the judging is to teach as well as award points. The judges shall each complete a score sheet for each section of the competition and a composite score sheet showing the averaged aggregate points will be made available on request to entrants for perusal.

4. Judging will be carried out after the close of meetings with awards to be announced at the following meeting.

d. Scoring

To facilitate multiple judging of entries, deduction of 5 points from the total possible score may be done on an exception basis as follows:

(i) Illustration of Subject 0-25 points

- (a) Subject not complete
- (b) Subject not centered
- (c) Large expanse of foreground
- (d) Large expanse of sky
- (e) Large distracting items

(ii) Framing of Subject 0-20 points

- (a) Distracting buildings
- (b) Distracting foreground, track etc
- (c) Distracting people hiding detail
- (d) Distracting poles etc.

(iii) Impact and Appeal 0-10 points

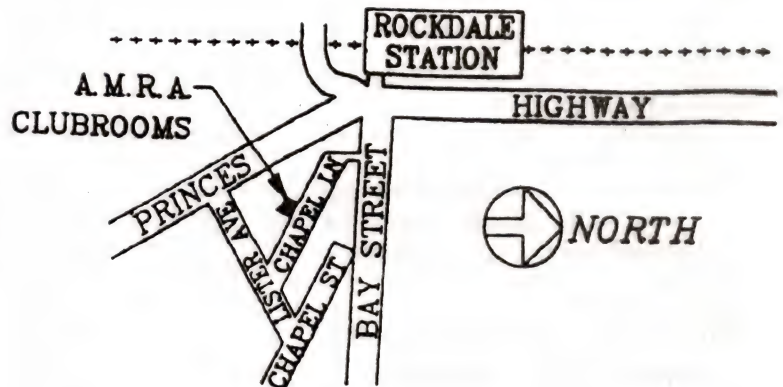
- (a) Subject does not stand out
- (b) Poor representation of subject

(iv) Clarity and Sharpness 0-25 points

- (a) Subject out of focus
- (b) Background out of focus (unless speed shot)
- (c) Detail not clear
- (d) Lettering not readable
- (e) Excessive shadow

(v) Correct Exposure 0-20 points

- (a) Faint subject image
- (b) Excessive contrast
- (c) Uneven colour tones
- (d) Washed out sky



Branch Diary

SATURDAY 7/8/93 - LOCOMOTIVE DRAWBAR PULL COMPETITION: 31 members and 4 guests signed the book for the combined Loco Drawbar Pull and Layout Operation meeting(!). Eight members took part in the drawbar contest, with Graham Larmour retiring early when his HO Shay developed a drive shaft problem. Hopefully by now the Shay is back on it's wheels. All up there were ten loco's to be put to the test. Bruce Thompson and Bob Wardrop had modified the test track to speed up proceedings. Thanks to Bruce & Bob. The top 3 placings went to:

1st Bruce Thompson

BR class 55 diesel (Lima, purpose modified with a massive 300g up a 1 in 25 grade, drawing 0.7A @ 8V;

2nd Alan Tonks

NSW 421 class diesel (Mansfield) with 113g up 1 in 25, drawing 0.8A @ 9V; and

3rd Barry Green

NSW 40 class diesel (Atlas RS2, modified) with 100g up 1 in 25, drawing 0.4A @ 6V. -AT

(Full results will appear next issue, promise!)

FRIDAY 8/10/93 - AUDIO/VISUAL "MEMBER COVERAGE OF EXHIBITIONS": 13 members gathered for our usual post-Exhibition "easy night", this year a theme night. The following footage was shown:

Sydney Model Railway Exhibition - 1993 by Phil Kelly & Barry Wilcockson - 1979 at the Showground, in 16mm colour, from AMRA archives - 197? at the Town Hall, in 16mm B&W, from TV footage; Springwood and Canberra 1993 - by Fred Stell.

The evening was rounded off with: AMRA Qld Branch (Sth Brisbane station) 1993 - by Glenn Percival; O Gauge Exhibition Layout c.1972 - shot by Jack Parker in 8mm colour; Steam Tours II 1991 - by Trackside Video. -GP

ATTENDANCE - 1993 TO DATE:

Totals: 1430 members 798 guests
Average: 27.5 members 15.3 guests

31st Sydney Model

Railway Exhibition Reports Westfield Liverpool Promotion

The week-long promotion at Westfield, Monday 20th to Sunday 26th September, was certainly worth the effort, highlighting the Exhibition, Exhibition Express and the hobby in general. Coordinated by Joe Callipari of Classic Hobbies, the Promotions Court was used to set up this year's Guessing Competition first prize N gauge layout, a ticket selling table, Macarthur District MRC's large modular HO layout and a small sample of Joe's ready-to-run wares. Bruce Thompson provided return transport of the layout and accessories, with the following members manning the display over the week: Graham & June Larmour, Norm Read, Bob Wardrop, Fred Stell, Robert Poole, Bruce Thompson, Don Stone, Charles Nightingale, Barry Green, Graham Saint, Ross Moar and the author. (If I've left anyone out please forgive me.) The bottom line is that the layout was near paid for and around 1500 flyers were handed out - enough of a response to get the grey matter ticking as to what we might be able to organise next year. Thank you to Westfield Liverpool and Joe in particular for the opportunity.

Glenn Percival
Publicity Officer

Competition Results

Following are the results of the Layout and Modelling Competitions at Liverpool this year:

Layout Competition

Best Model Railway - "Warratoo" by New South Wales Model Railway Club (NSWMRC)

Best Australian Model Railway (Private) - "Woombye" by Ron Fox
Best Australian Model Railway (Club) - "Warratoo" by NSWMRC

Best Non-Australian Model Railway - "Kenebec County" by Gerry & Lauris Hopkins

Best N Scale Model Railway - "Chewton Magna" by Martin Astle

Best Commercial Exhibit - Powerline Models

Most Popular Layout (by Public Vote) - "Kenebec County", by a whisker from "Eyeth-Thyn-Kye-Kahn"

Modellers' Choice - presented jointly by Macarthur District Model Railway Club, AMRA NSW Branch and A Public Spirited Modeller - "Karabar" by Lower Blue Mountains Model Railway Group

The Hannah Kelly Award for Best Australian Scenery - "Richmond" by Phil Badger

The Sydney N Gauge MRC Award for Best N Scale Model Railway - "Drei Bruken" ("Three Bridges") by Illawarra N Gauge Model Railway Club

The Iron Horse Hobbies Award for Best Proprietary Model Railway - The Scaletta Railway" by Phil Knife

Modelling Competition

Scratchbuilt Locomotive - 6011 N Scale Garratt, by Phil Badger
Scratchbuilt Rolling Stock - SRA CDY HO Scale, by Bob Olde

Kitbashed Locomotive - LNER N Scale Steam loco, by John Baker

Kitbashed Rolling Stock - NSWRLH HO Scale, by Ross Stell

Junior Modelling - whilst there were insufficient entries to make a competition here, there were some excellent scenes/mini-dioramas and loco's submitted by Kathryn Ryan, Craig Moore and Joseph Spinella. Each of these modellers was awarded a certificate and \$10 encouragement award.

The President's Cup for Best Of Show (includes \$25 cash award) - SRA CDY by Bob Olde. This is a true modeller's trophy and as such was returned by last year's winner, Graham Walker, fitted out with a pair of Lima couplers. Can't help but wonder how it will appear next year! The only condition stipulated is - thou shalt not polish the Cup.

We thank all those who entered their models to make this a competition. We invite you all to try again next year. We would also like to thank all of our exhibitors - without you we don't have an exhibition - see you in '94.

Thanks also to our ladies and those members of AMRA who helped to get the show on the road.

Last, but not least, thanks to our Judges for this year:

Layout Competition - Peter and Patrick Watson

Modelling Competition - Neil Cram and Eddie Garde

Ross Moar, Exhibition Manager

Phil Kelly, Branch President

(Detailed reports on the Exhibition itself and the Exhibition Express will appear next issue.)

Donations for Parramatta Park Steam Tramway

Thank you to all those who, in the weeks after the devastating fire at Parramatta Park, donated just on \$100 towards the restoration. The Branch Committee matched this amount to build a \$200 donation.

Club Programme Notes

Expressions Of Interest Required

The Club Programme presented this issue (apologies for it's omission last issue!) looks into 1994, incorporating a few suggestions, viz:

- A regular Monthly Modelling Clinic, on 2nd Friday of each month;

- Including limited layout operations in the above clinics; - Reduction in number of Open Days from three to two (April & October);

- The first of three clinics dedicated to the club layouts; and

- Inclusion of Videos whilst judging of Modelling Competitions takes place.

It is never too late for other programme suggestions (we do in fact have some vacant slots in the calendar at present), so if you have them, PLEASE jot them down and send them to the Committee.

OFFERS OF HELP ARE BEING SOUGHT for a proposed "AMRA NSW Video Magazine", the idea being to capture on video highlights of each meeting, to form a record of happenings at Rockdale able to be borrowed from the Branch Library. This project is simply beyond the resources of the Branch's "resident videographer", however, with the sheer number of other members with camcorders it should be possible to collect a few minutes' worth of each meeting. If you are able to help, please contact the Publicity Officer. The clipboard mentioned above also holds interested parties' names for this project. With enough volunteers, perhaps it could be rostered along with the Duty Officers.....?

Library News

The Branch Library of books, magazines, videos and other reference works is available to all members, for a nominal charge of \$2.00 for twelve months. An ongoing stocktake is being conducted, so access to certain works or groups of works may be restricted at

the discretion of the Librarians. For more information contact the library staff, one or more of whom are usually present each meeting day.

AMRA NSW Clubwear

At the time of writing, over 90 orders have been received for shirts and jackets for NSW members. The project has seen a few hiccups in the last few months, with jacket supply problems forcing a new, reliable (but longer leadtime) supplier making jackets in any quantity, any season, to order. The problem with the embroiderer has in fact resulted in a change of company, resulting in a small price rise for the jackets to take effect from 1/1/94 - if you haven't ordered yet get in quick! The above notwithstanding, the next order deadline is open, due basically to just about all the Rockdale regulars having ordered garments already. The bottom line is that, as soon as sufficient orders come in to meet any minimum order requirements, orders will be processed. All new Branch members should now receive an order form in their membership kit but, new member or "old", it is never too late to place an order - order forms are always available from the clubroom - call, call in or write for one. Please note now that any seasonal restriction on jacket orders should not apply. Next on the agenda (if sufficient demand exists) is name badges, and perhaps in the medium term screen printed T-shirts.

Duty Officer Crew

Duties include: opening & closing the clubroom; greeting guests at the door and seeing that they are attended to; the general conduct of meetings; and MAKING SURE A REPORT FOR "Journal" IS MADE (where applicable). A roster of willing volunteers is maintained by the Publicity Officer, with a big thank you to the following hardy souls having put their hands up thus far: David Bennett, Danny Elliott, Damien George, Barry Green, Phil Kelly, Philip Lee, Ross Moar, Glenn Percival, Graham Saint, Bruce Thompson, Alan Tonks, and Brian Tyson. As you can see, Duty Officers need NOT be Committee persons, but are subject to Branch COM acceptance. If you think you would like to actively help the Branch in this way, please contact the Publicity Officer. With a couple more people on the Duty Officer roster, it will only be necessary to work once every few months.

Layout Subcommittees

Subcommittees have been formed to give broader direction to the task of developing the layouts, and to "spread the load". The Subcommittees are not expected to be the only ones to actually work on the layouts; and any input (e.g. concepts for an area) from other members is most welcome. The Subcommittees are as listed below, and their brief (paraphrased) follows:

N SCALE

David Bennett (Chair)
Glenn Watson
Neil Watson
John Lischeld

HO SCALE

Ralph Wambeek (Chair)
Arthur Harris
Ed Hogan
Bob Wardrop
Fred Stell ("CTC")

HAWKESBURY RIVER/ KNAPSACK GULLY

Alan Tonks (Chair)
Glenn Percival

NEW HO EXHIBITION LAYOUT

Phil Kelly (Chair)
Jack Parker
Alan Tonks
Glenn Percival
Bob Wardrop

O SCALE

Norm Read (Chair)
Brian Tyson
Graham Larmour
Bert Hetherington

LAYOUT SUBCOMMITTEE BRIEF (paraphrased):

a) Under guidance of the Chairperson, be responsible for the development, operation & maintenance of their respective layout(s).

b) Each Subcommittee is allowed a set maximum expenditure per month, non-cumulative, without prior approval. All expenditure must be substantiated with receipts, etc. Expenditure beyond this amount MUST be submitted to and approved by COM prior to action.

c) ANY MEMBER IS WELCOME to suggest improvements, modifications & developments to a layout. The member should present same to the relevant Subcommittee for consideration.

d) Work on a layout is to be commenced ONLY after approval from the relevant Subcommittee.

e) Subcommittees may ask for demonstrations to be presented for approval to ensure that work is carried out in an acceptable manner & to an approved standard.

f) Subcommittees should present to the Publicity Officer regular reports on layout matters for inclusion in "Journal".

Members' Discounts

The establishments listed below have indicated they will favour A.M.R.A. members as detailed. To obtain the consideration listed, members MUST show a CURRENT membership card (establishments know what to look for), and be at least a little discreet. In the words of one shop, "When we have offered extra discounts we have been embarrassed with the situation of such a member announcing that he should get a discount on \$2 worth of track pins.

Other customers then cannot comprehend why such a clown gets 10% when the twenty or thirty dollar purchase they are making doesn't seem to qualify."

CLASSIC HOBBIES, LIVERPOOL will offer further savings on their regular prices wherever possible.

HOBBYCO, CITY will offer 10% off across the store, except markdowns and specials.

PUNCHBOWL HOBBY CENTRE, BANKSTOWN will offer 10% off, except consigned goods.

SYDNEY HOBBIES, DRUMMOYNE will offer 10% off models only, cash or cheque customers. A larger discount may be available for bulk (Club) orders.

THE MODEL RAILWAY CENTRE, GYMEA will offer 10% off, except on consigned goods.

TOYMAN IMPORTS/YENNORA HOBBIES, YENNORA will offer further savings on their regular prices wherever possible.

TRAINS N THINGS, SUTHERLAND now offer 10% off, except on books, magazines and videos.

VAGGS HOBBIES, MIRANDA will give 10% off.

CRONULLA STEEL FABRICATORS, 6/141 Taren Point Rd CARINGBAH, will give favourable consideration to members. This firm was involved in shoring up the frame that the "Hawkesbury" layout travels in.

More establishments will appear as confirmed, and this list also appears on the "A.M.R.A. N.S.W. Shop" noticeboard in the foyer.

The AMRA NSW Shop

CLUB SHIRTS Adult sizes 14-30 \$26.00 ea. Postage (if desired) \$ 2.00 ea. Personalised embroidered **BONDS "The Penguin Shirt"** polyester/cotton pocketed shirts. "Natural" (beige) in colour, with AMRA logo on non-pocket side & your name above pocket.

CLUB JACKETS

Adult sizes 14-22 \$35.00 ea.
Child sizes 6-16 \$28.00 ea.
Postage (if desired) \$ 5.00 ea.
BONDS premium jersey fleece press stud jacket, embroidered and personalised as above. "Timber" (dark brown) in colour.

CLUB VIDEOS

A.M.R.A. in '92 \$18.00 ea.
AMRA '91 \$15.00 ea.
BOTH together \$24.00 ea.

A.M.R.A. in '92

APPENDED to your AMRA '91

\$ 8.00 ea.

Postage (if desired) \$ 4.00 ea.

CALL IN, CALL OR WRITE FOR ORDER FORMS FOR THE ABOVE!

GAUGES to AMRA Standards LIMITED STOCKS!

HO GAUGE Wheel/Track Code 100 \$ 3.40 ea.
Code 70 \$ 3.40 ea.
Check gauge \$ 6.80 ea.
N GAUGE Wheel gauge \$ 3.40 ea.
Track gauge Code 80 \$ 3.40 ea.
Code 55 \$ 3.40 ea.
Selleys "Aquadhere" one litre bottle \$ 5.00 ea.

Aluminium diecast G-clamps \$ 1.50 ea. two inch (51mm), with plastic foot & handle

C&K brand quality switches

#7201 DPDT \$ 3.50 ea.
#7203 DPDT centre-off \$ 3.50 ea.
#7105 DPDT centre-off momentary action \$ 4.00 ea.
(for your hand throttles!)

Light Emitting Diodes (LEDs)
1.5mm red \$ 0.75 ea.
Diode Bridges LIMITED STOCK! \$ 4.50 ea.

6A - PIV 100 plastic encapsulation with centre mounting hole

Small alligator clips packet of 10 \$ 1.00 pkt

AMRA car window decals \$ 0.50 ea. affix to inside of back window

CORK ballast strips
1/8" (for HO gauge) 1m x 4cm \$ 0.60 ea.
1/16" (for N gauge) 1m x 2cm \$ 0.20 ea.

ODDS & ENDS Donated by Bruce Lovett **HURRY!** \$ 2.00 min. Minimum donation to Branch requested

SAMPLES ONLY:

Genuine Pelton Australian scale/coal 150g bag \$ 8.00 ea. Prototype 160mm max. In O, HO & N scale.

Club Programme

December 1993 to April 1994

December

Sat 4th "HO Prototype Operating Group" Timetable Demonstration
Layout Operation, O & N Scales (General) Xmas Sausage Sizzle - details at clubroom
Fri 10th Movies - Fred Stell
Sat 18th Layout Operation (General)
Fri 24th Layout Operation (General) (if demand exists)

January

Sat 1st Layout Operation (General)
Sat 8th Layout Operation (General)

Fri 14th Monthly Modelling Clinic - Laurie Lumsden et al Layout Operation, HO & N Scales (General)
Sat 15th Clinic - tba
Fri 21st Audio/Visual - "Signalling" by John Stormont (Retired SRA Signaller)
Fri 28th Layout Operation (Austrian)

February

Sat 5th Branch Annual General Meeting

Members Only

Fri 11th Monthly Modelling Clinic - Laurie Lumsden et al Layout Operation, HO & N Scales (General)
Sat 19th Members' Auction (please book items in by 2pm)
Fri 25th Modelling Competition plus Videos

March

Sat 5th Layout Operation (General)
Sun 6th Visit to Lapstone Zig Zag plus Wascoe Siding
Fri 11th Monthly Modelling Clinic - Laurie Lumsden et al Layout Operation, HO & N Scales (General)
Sat 19th Layout Operation (UK)
Fri 25th Learn the Layouts Clinic - N Scale Layout

April

Sat 2nd Layout Operation (General)
Fri 8th Monthly Modelling Clinic - Laurie Lumsden et al Layout Operation, HO & N Scales (General)
Sat 16th *** OPEN DAY *** 10am to 5:30pm
Fri 22nd Layout Operation (Americas)
Fri 29th Slides - Col Gilbertson

NOTES

* **WORK DAYS:** Wednesdays from late morning; most Monday nights, 7:30-10pm.

* Continuing Clinics available on Layout Operation days, covering such topics as, model making; kit bashing; detailing; throttles.

* On Layout Operation days **PRIORITY** is given to prototype indicated.

* Visitors welcome at meetings unless otherwise indicated.

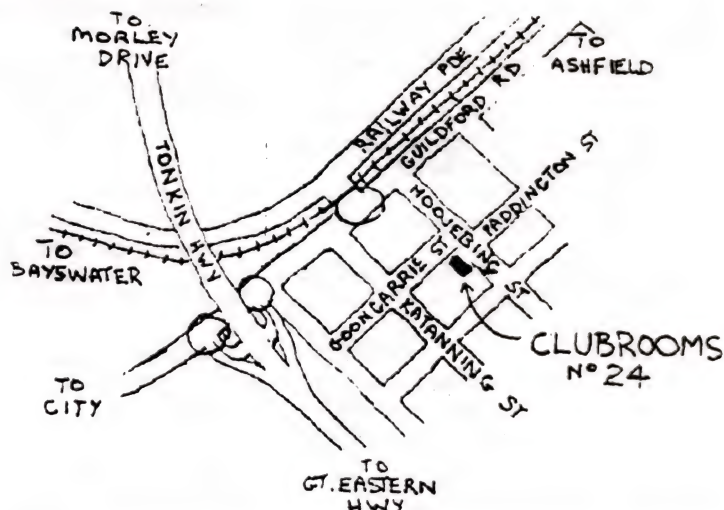
* Meeting times, unless otherwise indicated, are:

1st & 3rd Saturdays 2:00 to 5:30pm

2nd & 4th Fridays 7:30 to 11:00pm.

* Clubrooms are situated in Chapel Lane, Rockdale. Phone 567-1899. * This programme is subject to change without notice.

Updated programmes available from the Clubrooms.



Simon's Scribblings

Behaviour of Members at Meetings

Several incidents recently have brought into sharp focus the behaviour of some members at Branch meetings.

At each Branch meeting, there is a Duty Officer, who is one of the elected Branch Management Committee. Such is the demand on them that all Saturday meetings of the Branch now have two members of the Committee on duty. These members usually arrive at the Clubrooms much earlier than the times published in each issue of "THE BRANCHLINE" and they give their time freely to carry out the administrative activities associated with the Branch Library and the sales activities at "Paddington Market" and at "Moojebing Market". Without their efforts, these Branch facilities would not be available at each and every Branch meeting but would only be available if and when the appropriate 'Coordinator' on the Committee was physically present - which is not all the time!

In recent weeks, their workload has been increased substantially with the acceptance and the writing out of receipts for any membership subscriptions paid by W.A. members.

On at least a couple of occasions recently, certain members have demanded the immediate attention of the Duty Officer to their particular problem, despite the fact that the Duty Officer was obviously occupied at that time with his other duties. A little patience and thought will go a long way to making everyone's day at the Clubrooms more pleasant (and, in extreme cases, may avoid being told to p... off!!).

I should not have to remind members that the all the equipment in the Branch Clubrooms is the property of ALL the members of the Branch. This goes especially for the Branch layouts. If you are running trains and another member wants a go, give them a fair go! - it is their layout too. It would be unfortunate if the actions of a few ne-

cessitated the Branch Management Committee taking action to enforce a fair go for everyone.

While on the subject of layouts, remember that the locomotives and rolling stock on the layouts are not necessarily Branch property but may be privately owned. If you are not operating your own or the Branch's equipment, obtain the owner's permission first. This elementary courtesy should be so blindingly obvious that I should not have to be reminding you but a recent incident that resulted in a very upset and angry locomotive owner proves that I do have to state the obvious!

Continuing the subject of a 'fair go' brings me to the issue of biscuits. Tea, coffee and biscuits are provided for the consumption of members and most members partake of their 'cuppa' and 'bikkie'. Like most systems, it works fine provided it is not abused. Unfortunately, it has come to the Branch Management Committee's notice that certain members are abusing this facility. At a meeting not long ago, a Committee member observed one member who, while eating one biscuit, had another FOUR in his hand to be going on with! Is it a possibility that these five biscuits were even a second, or a third, helping? If you are so hungry that a couple of biscuits will not suffice, we now have pies available for purchase from the drinks refrigerator and a microwave oven for you to defrost and heat them. I believe about four minutes per pie should suffice.

The above brings me neatly to thanking GEORGE FOSTER for the donation of the microwave oven. Thanks very much, George.

One more stricture about members' behaviour..... even though you may be a top physicist and know everything about splitting the atom, you may not know as much as you think about what makes some of the

Branch's equipment work, or more importantly what has gone wrong if the equipment does not work. Please do not start to dismantle ANY of the Branch's equipment until you have told the Duty

Officer of the problem that you are experiencing. He may well know even less than you about the problem but he will decide whether to let you loose on the dismantling and repair of the offending item of equipment, or he will identify another member who he knows to be 'an expert' or he will decide to refer the problem to the accumulated wisdom of the Management Committee, who may then decide to get the necessary repair or rehabilitation done professionally.

Have Your Say

The turn out at the inaugural, quarterly "Have Your Say" meeting was, to put it mildly, disappointing, both in respect of attendance of the membership at large and by the Management Committee. It might have been the fact that the evening chosen was that of a public holiday, or it be that few members had anything to say about how they felt the Branch was being run, what added facilities or acquisitions they would like to see, and so on..... in other words, all very contented with their lot! There were however a couple of suggestions as to what the Management Committee should be doing about progressing the Clubrooms expansion project and these have been taken 'on board'. Otherwise the Management Committee will just have to lumber along, using its own initiative, until the next quarterly opportunity for members to 'have their say'. This will be somewhere early in the New Year and may be

held on a different night of the week. A 'Mini-Talk' or two will be programmed to fill in the remainder of the evening after the formal part of the evening has been concluded.

Resignation of Tim Shenton from Management Committee

Tim Shenton was elected to the Management Committee in July but has recently had to move to Kalgoorlie in his employment. Not surprisingly he has found it impossible to carry his full

share of portfolio responsibilities that flow from membership of the Management Committee and he has decided to resign from the Management Committee. A pity, as Tim had taken on the role of "JOURNAL" sub-Editor for Western Australia, and as he had the necessary facilities for electronic transfer of material to Roger Lloyd, his departure leaves a gap which we will find hard to fill.

Accreditation Procedures for Lathe and Air Brush

While the Branch is keen to see members using the equipment purchased for the Work Station last year with the aid of a grant from the Lotteries Commission, there has been a concern that lack of knowledge of safety and clean up procedures when using the lathe and the air brushing equipment could damage the equipment and possibly the member operating it wrongly. That's why we decided to insist on members using these particular facilities having an accreditation reflecting the fact that they had demonstrated to 'some knowledgeable person' that they had the necessary background to avoid damaging either the equipment and/or themselves.

We chose a couple of 'examiners' but failed to advise members who they were and in any case, their fairly infrequent attendance at the Clubrooms made it difficult to get a system of accreditation going. I expect that we shall soon have a system where the Duty Officer can run you through a check list of questions prepared by the appointed 'examiner' and you can then be accredited and a formal recognition of this noted on your Branch badge. This system will be described in the December issue of "THE BRANCHLINE" but in the meantime, if you want to use either the lathe or the air brush, see the Duty Officer, talk knowledgeably to him and he'll 'give you the green light' for using these particular items of equipment.

Extension to the Clubrooms

Not a great deal to show yet on the Clubrooms Extension Project. John Ellis has found that he cannot spare the time at the moment to prepare the necessary structural and other working drawings to enable a Building Licence to be obtained but fortunately Derek Pitkin (who lives in the Mandurah area) has volunteered to take on this responsibility. He has been briefed by both Barry Keens (Project Manager for the initial Clubrooms Project) and John Ellis and is now looking into aspects of design of the central rainwater gutters and downpipes before commencing the actual drawings. It is hoped that an application for a Building Licence can be lodged with the City of Bayswater before the end of the year and that if it is issued early

in 1994, the site preparation and the pouring of the concrete slab might be undertaken before end June 1994. Time will tell!

We're still looking for a Project Manager to superintend the site activities in 1994. Jim Hidden has agreed to act as Project Manager in an interim capacity but says that he cannot afford the time commitment that will be required when sub-contractors have to be organised. Any volunteers?

Simon Mead
President

Membership Matters

Another twelve persons living in Western Australia have joined the Association since the last issue and they are therefore automatically members of the Western Australian Branch. They are:

Ian BULL	Dianella	'Sn3½'
Juliana, Jason & Anthony		
COCKBURN	Ballajura	
'HO'/'OO'		
Steven COOKE	Ballajura	
'HO'/'OO'		
Robert CORNER	Connolly	'N'
Stan MAJOR	Mt. Claremont	
'OO'		
Tim MAUNDER	Wembley	
'HO', 'G'		
Paul ROBERTS	Duncraig	'N'
Kingsley SMOUT	Como	Clockwork
'O' & 'OO'		
Denis WALKER	Morley	'OO'
Ricki WEBER	Ballajura	'HO'

Tim Maunder and Denis Walker have rejoined the Association after a gap, the latter being nearly twenty years, Denis having been a member of the Branch in its very early days. Ricki Weber is the wife of member David Weber, who, incidentally, is a qualified TV serviceman and has volunteered to adjust the Branch's TV set to overcome the red flaring sometimes encountered.

We welcome them all 'aboard' and hope that their membership of the Association and of the Western Australian Branch, in particular, will be both fruitful and enjoyable.

Offsetting these gains, the Branch is about to lose the membership of Ken HUNTINGTON, who will be moving to live in Ballarat, Victoria. We wish him well and hope that he will enjoy membership of the Victorian Branch as much as he has that of the Western Australian Branch.

Members who joined the Association before 5th June of this year have until the end of October to pay their membership subscriptions for 1993/94. Many have paid already, either direct to the Federal Registrar or via the Western Australian Branch but there are still about 150 who have yet to cough up! Please don't leave this to the last moment. Subscriptions will be received by any member of the W.A. Branch Management Committee up to

and including Saturday 30th October but after that there will also be a \$4.00 'Rejoining Fee' to pay as well.

If you're not intending to renew your membership of the Association, the Federal Registrar (and we) would like to be formally advised of this and, if possible, an indication of why. There will be no coercion applied to make you reconsider your decision but a frank statement of a former member's dissatisfaction will compel us to look closely at what we're doing and whether we can do it better!

At long last, we have been able to obtain further supplies of the folded acrylic holders for the Western Australian Branch name badge, which we ask all members to wear whenever they come to the Clubrooms.

Alan Porter
Branch Registrar

Can There be Steam in the Blood?

My paternal grand-father must have lost leave of his senses as a teenager for he began his railway career with the GWR at Cheltenham. Some eight years later he woke up to himself with a promotional transfer to the Midland Railway. The alert reader will have already cottoned on to my bias, Midland Railway being written in full, the other being abbreviated, and why not; GWR means nothing and was in fact an absolute non event: in fact, when they plagiarized the Midland Railway locomotive colour scheme, they even got that wrong.

My father was born at a spitting distance in a strong wind from "the Holy City (Derby)". He had none of his father's traits of insanity as he began his railway career with the London, Midland and Scottish Railway. This company unfortunately lost its true identity in the mid thirties with the introduction of the GWR designed motive power and sadly could then only be referred to as the LMS.

I was also born "at a spit, etc., etc." and began my railway career just down the main from 17A at 15C. (For the benefit of the 'unwashed' 17A was the Motive Power depot at Derby and 15C was the MPD at Leicester Midland...The Branchline Editor). In those days it was the British Transport Commission, wrongly referred to as 'BR'. By this time, the ex-LMS (GWR design) locomotives had got their just desserts and were painted blue, the nice thing for us Midland men was that our locomotives were still trundling around in black.

My first railway disaster struck me in 1954, when I was an 'erk' in the RAF and was unfortunately posted to St. Athans in South Wales. I remained there for two and a half years. Leave meant catching a train at Llantwit Major with a change at Cardiff for Birmingham. As there were no real loco-

motives in South Wales, my interest was never really aroused until 'Big Bertha' came on at the rear at the bottom of the Lickey Incline. The run from Birmingham to Leicester was then still the domain of ex-Midland Railway locomotives

My first big railway event occurred at the age of two, unremembered by me but sworn to by my parents and a myriad of railway people at Croft on the LNWR line between Nuneaton and Leicester. I had wandered from our house, down the passenger ramp and sat on the edge of the platform. I was snatched to safety from the path of a Birmingham to Leicester express train (GWR devotees thinking: 'What a pity!') When I questioned my father in later years I was pleased to discover that 'up front was a Midland Compound going at a fair old lick'

My second big railway event was a cab ride in a Fowler 2-6-4T from Leire Halt to Wigston South on the Midland's Rugby to Leicester line. I was six years of age. This was the forerunner to scores of cab rides as a child and I was detested by my peers for this just as I am by anyone whose railway interests lean toward the GWR. Hard Chukkers, chaps!

My first railway modelling event I do remember was my fourth birthday, when I was presented with a Hornby clockwork Gauge 'O' train set consisting of an 0-4-0 locomotive, tender and wagons. This did a 'Topsy' and completely covered the floor of our back bedroom by the time that I reached eight years of age. When I left the U.K. for Oz in 1962, it was still in mint condition in the red boxes, complete with yellow tissue paper. My brother's brats got hold of it and did a complete mutant teenage turtle (or whatever) on it around his back garden about 1966 before the TV mob were invented. Did I give them some Ninja!!!

One of my last cab rides with BR saw me treading more Axminster than graces the Stately Homes of England. At the grand age of 16, BR put me on a night shift every second week, probably my contribution for them losing less money than employing an adult. I was in the Parcels Department as a clerk and, being salaried staff, got an hour and a half 'snap' from 0230 to 0400. Disgusted by the night job to the extreme, I used to take my 'snap' on the footplate of the station pilot (sweet revenge) in the centre road between No.2 and No.3 Platforms. The greeting to me from all and sundry at 15C was "Hey up, young Fred". Thus: my grandfather's Christian name was James, therefore the greeting to my father was always "Hey up, young Jim" and you've guessed my father's Christian name in one! This particular night, the "Hey up" was accompanied by "Ow long ya got?". "Our an arf" was the reply. "Urry up then, we've just got the peg for Syston". What had happened was that a 2P had

failed, coming off the old M&GN line with six "blooms and vegies" on. We'll be back in an hour easy! We had an Ivatt 2-6-2T and failed just after hooking up. I got back after 0600! The idea of the night shift clerk was to ensure that all the market traders could pick up or have delivery from 0400 by having a clerk to sheet everything out. Oh dear!!

I worked my way up from a Grade 5 clerk's reprimand to the top, the carpet being of a higher quality at each grade. The last reprimand of the lot was in the austere Temple of Doom at the absolute top level where I literally waded through the carpet and its Midland Railway crests. The furniture was a luxurious leather chair, a beautiful desk and a book-case, all bearing MR carved motifs in the timber. It was there that I saw my first ever clean railway office windows!

So top level was it that no-one I queried would give me a name, especially the older hands, just "Upstairs, top level". I stood in the empty office for a while and in the end I left. What happened next was that "Young Jim" was summoned from the Station Master's Office and he got a rocket for being late. "Upstairs, top level" told him that 'at his age and in his position, he should know better', that 'he had let his father down' and 'how is he these days anyway?' With "Upstairs, top level" being as deaf as a post, Young Jim said "I'll dig him up and ask him". "Thank you" replied "Upstairs, top level".

When I asked "Young Jim" who it was, it turned out to be "Mr. Upstairs, top level"? "Silly old sod". "Paddington man, what would he bloody know?" And that office is too good for him as well. "Don't you GWR blokes just love it!"

More recently, Tricia and I have an association with the support crew and families of 45596 "Bahamas" and a very pleasing year (1988-89) was spent in and around Dinting. During the final five months, "Bahamas" got her main line certificate and I had passed my SLOA test for support crew. For those of you who think that 'Support Crew' is just "playing trains", consider one or two incidents. How about a full night in the open, lying on bricks in a severe frost, adjusting axle loadings or hand loading nine tons of coal into the tender by hand in the dark. Better still, how about a 1.00am departure from Dinting, a couple of hours head down on a corridor floor, with a polish and final coal up for an early start from Manchester Victoria, only to have some silly bugger drench everyone by dropping the bag.

Let me not mislead you into thinking that we have a mechanical engineer pushing this pen. It was a privilege to oil, to coal up, to sand up, to polish, to run and fetch. My final job was to etch the regulator. I was issued with fresh emery cloth and I etched the stripes,

about a thumb's width horizontally and then etched the length on either side from top to bottom. A lot of effort was put into this and it was quite time consuming. But when I'd finished, it looked magic! You can imagine how I felt when the CME came onto the footplate, pulled a six inch rule from his pocket and wanted to know "Who's the bloody fool who did the regulator etching? These buggers down the side should be 1/8", not 3/16"! Do it again!!" And we were daft enough to go back next year and do just that.

The work did have its perks however, especially being on the footplate on the main line. It also had its laughs, especially when running into the headquarters of "The Non-Event Railway Society" at Didcot and our CME said "We've only come on for coal and water. All the other steam routes are being used, so we had to go somewhere!" Other remarks heard include "They're all the wrong colour!", "Is this one a wind-up job?", "Does the key go in here?", "Looks more like ruins than a Castle!", "We'd rather you didn't touch!". "Hey up, they've got the regulators the wrong way round!" and so on. As we wanted access back onto the main line and to 17A, no comments were made (well, not loudly) regarding the failure and derailment of "City of Truro" a month or so previously!

To those of you pouring scorn on me for my protestations and bias toward ex-LMS(GWR) matters, 45596 "Bahamas" IS a BR 'Jubilee'! Work that one out!!

The Limeworks Mk.II are under way. The locomotive kits are almost finished - one more to go. Wagon and van kits need a paint job, leaving a rake of Midland clerestories to be done. Buildings are under construction, with just the kilns to be scratch-built. We should come out of it at the '94 Exhibition with a nice Peak District feel, a London, Midland and Scottish (not LMS) TOUCH, dominated by (ex) Midland Railway locomotives. If our illustrious "Branchline" Editor gets his finger out, we can run double headed Kirtleys, as long as he uses the correct coupling!

This past Easter, Tricia and I spent four days at Castledare learning about and running in our new 7½" gauge Hunslett 0-4-OST. 'Er indoors, the little lady who must be obeyed, is becoming far more proficient than I at juggling water, steam pressure and coal.

The question is: "Is it in the blood?" I think so.

Barry Pearce

Around the Layouts

The main news for this issue is that the Branch Management Committee has decided that there will only be one major layout representing the Branch at the 1994 Model Railway Exhibition and that layout will be the "West-N-Trak" layout.

This decision means that the 'O' scale boys now have until 1995 to get "Ebford Regis" completed. Dennis Ling and his team seem quite relieved about this and are continuing to 'play trains' and identify all the problems with the layout. The more robust ready made track has now been installed in the fiddle yard, set-up area and work is progressing on the Broad Gauge running line at the front of the station.

"Haltwhistle" is continuing to give good service with all tracks utilised during most General Club Activities days. There are some problems with this layout which crop up from time to time and hopefully we can correct them shortly when we do some maintenance on the layout.

The Student Modellers are progressing steadily with their layout but it will require more Student Members to rally round and assist 'Gaffer' Matthew Turner and his small group if it is to be ready for exhibiting in 1994. The base frames have been completed and the Student Modellers are finalising the track plan for the station and the style of fiddle yard (or yards) before commencing with fitting the risers and trackwork. If there are any Senior Members around who would like to help the Student Modellers to gain momentum with this project, they will be most welcome, but it must be clearly understood that Matthew, as 'Gaffer', is in full charge of this project and he will be giving the orders!!

Changes are about to occur to the "West-N-Trak" layout as a result of the decision to exhibit it in 1994. The 'N' scale troops have six new modules under construction and these should all be completed before April 1994, ready for assembly into the layout. The exhibition layout will be much larger than at present and will be completely different (the station modules will be removed and not used but they will be remodelled at a later date). Early 1994 should see us starting to dismantle the layout and inserting and testing the new modules, so there could be times when the layout will be out of action for train running for periods of time. It is the intention of the 'N' scale group to present as professional an exhibit as possible and, with this in mind, we will be putting together some rules regarding the style of operation at the 1994 Exhibition.

Finally, and still on "West-N-Trak", I, as one of the original members of the group that built the layout, have started to put together some standards for the construction of the modules. Hopefully, these will be completed shortly and will be available for any members interested in building a module. This is the ideal way to get into modelling; just put your ideas into a single module and then insert it into the main layout.

Barry Bryant
Layouts Co-ordinator

Library Report

Ron Dyer has made a significant donation of books to the Branch Library. A few of them were duplicates of what we already hold but nevertheless they will be retained as back-up copies in case of loss. The majority are interesting newcomers to the Library shelves. I think that all members will join with me in thanking Ron for this generous donation.

The titles include :-

- F127 Tri-ang Hornby Models
O.S. Nock
- M044 Modern Railways International Review
G.F. Allen
- M045 A Century of Trains
B. Cooper
- M046 Steam Railways of the World
P. Whitehouse
- N201 On the 8.02: An Informal History of Commuting by Rail in America
L. Grow
- P127B British Rail Locoshed Book
anon
- P156B The Observer's Book of Railway Locomotives of Britain
Edited by H.C. Casserley
- P190 British Steam Locomotives
E.F. Carter
- P191 Locomotives of the North Eastern Railway
O.S. Nock
- P192 British Railways Locomotives and their Motive Power: combined volume
A. Williams & D. Percival
- P193 Intercity 125
R.M. Tufnell
- P194 British Rail: Steam Locomotives
anon
- P195 LNER Steam
O.S. Nock
- P196 V2 Class: Green Arrows
C.J. Freezer
- P197 Atlantic Era: The British Atlantic Locomotive
M. Evans
- P311B The Observer's Book of Steam Locomotives of Australia
David Burke
- R102B The Somerset & Dorset Railway
R. Atthill
- R111 Railways in Lancashire - A Pictorial History
D. Joy
- S107B Railways: Civil Engineering
B. Morgan
- V103 Passenger Timetable 14 May 1979 to 11 May 1980:
Great Britain British Rail
- W001 The Belle Epoque of the Orient Express
M. Wiesenthal
- W104B Red for Danger
L.T.C. Rolt
- W120 Signalman's Morning and Signalman's Twilight
A. Vaughan

I have introduced a revised system of 'secondary' recording of borrowings in which each item borrowed will have its own unique card and, over time, a record will be developed of the frequency of borrowing from the Library by Branch members. This system will also facilitate the identification of overdue books, magazines and videos, so please return your borrowings as soon

as possible after you have read or seen it/them - in this way, more members will be able to benefit from the use of the Library and there will be less frustrations waiting for tardy returns by others.

Gary Arcus
Library Co-ordinator

From a Friendly Spy in the Sky

One of our number was fortunate enough to have an 'executive office' whose window overlooked a rather busy railway line. Rumour has it that 'the powers that be' got to hear about this, withdrew his ABC Spotters Book and gave him promotion to a new location, away from such distractions.

His former staff organised a going away party, made the usual speeches and presentations and, then, to a roll of drums, pulled the cord, drawing apart a set of curtains to reveal the local model railway club with its layout all set up and ready to go. 'Sir' was required to play trains, not that he needed much encouragement - more they had to drag him away eventually!

ACCU-Flex Acrylic Non Toxic Paints

Since writing in the last Journal about my experiences with ACCU-flex, the new water based, non toxic acrylic paint from Badger Air Brushes introduced to Perth hobby shops earlier this year, there have been a few developments.

First, Tim Shenton and others have shown me a number of reviews of this paint range which have appeared in the U.S. model railroad hobby magazines and on some computer bulletin boards. Jeff Wilson wrote glowingly on page 48 of the February issue of "Model Railroader" saying, inter alia, "a few minutes 'playing' with Badger's new ACCU-flex line of acrylic paints impressed me more than if someone had shown me an 'N' scale locomotive with a working diesel engine". That's some concept!!

Randy Lee, writing on page 9 of the October 1992 issue of "Model Railroading" was equally ecstatic, although not given to such colourful comparisons!! Both extolled its excellent coverage with very thin film thickness, its quick drying, its flexibility, its non-toxicity and the ease of use straight from the bottle onto your air-brush. Both noted that a pressure of about 32 psi is needed, spraying about 4"-6" from the surface to be painted. Both agreed that a single action, internal mix air brush was the best type to use and both warned about the rapid drying quality requiring prompt cleaning of the air brush with warm water with a couple of drops of detergent added.

Although the advice given by Badger (and confirmed in the two reviews) is that ACCU-flex does not need thinning (it's already about the consistency of milk!), you use plain water (and no

more than 5%) if thinning is required. No solvents but an article that appeared in the April 1993 issue of "Model Railroading" (page 22) claimed great success thinning ACCU-flex Brunswick Green (!!!) with automotive lacquer thinner, even finding that a mix of 20% ACCU-flex with 80% automotive lacquer thinner 'covers better than any paint I have ever used'. However, dilution with lacquer thinner immediately negates the non-toxic quality which is one of the advantages of using ACCU-flex.

The two reviews mentioned above, the subsequent article referring to thinning with auto lacquer thinners and the material from the computer bulletin board are all available for reference in a folder in the Branch Library.

Secondly, I extended my experience with other colours from the ACCU-flex range. Previously I had tried, with great success, 16-14 "Light Tuscan Oxide Red" and 16-04 "Reefer Grey" and, with less success, 1616 "Brunswick Green". I tried a few more of the 'earthy' colours which I was using to repaint proprietary plastic wagon bodies prior to applying a private owner livery and these were equally as good as 16-14 and 16-04. The extra ones I tried were 16-01 "Engine Black", 16-02 "Reefer White", 16-03 "Grimy Black", 16-27 "NYC Grey Dark I" and 16-30 "Sand". All went on very easily using an artist's brush, covering in just the one coat, and all gave top results when air brushed on. No complaints at all!

It was only when I was attempting to get a satisfactory green, akin to the British Railways' "Brunswick Green" that I got into more strife than Ned Kelly with ACCU-flex paints. I had not really noticed it before with the ACCU-flex 16-16 "Brunswick Green" (which turned out to be very dark, almost black, and certainly much darker than what I wanted) but, unlike all the other colours, that colour when hand brushed onto a piece of 'uncleaned' styrene sheet tended to run towards the outer wetted edge of the applied paint film, causing a thinning effect in the centre of the painted area and a darkening of the edge of the painted area. It was clearly some form of surface tension effect that was causing this as it also happened with two more of the ACCU-flex green colours which I acquired in an attempt, abortive so far, to locate something like the British Railways' "Brunswick Green" (which was exactly the same as the Great Western Railway's "Mid Chrome Green"). These other colours were ACCU-flex 16-65 "GN Green" (which turned out to more of a brown, without any trace of green in it and quite unlike the patch on the ACCU-flex colour card - perhaps it was like Mr. Stroudley's 'Improved Engine Green' of the L.B. & S.C.R., not green but yellow!) and 16-23 "C & NW Dark Green". The 16-65 was more like the

'earthy' colours already praised but the 16-23 was 'orrible, tending to run to the outer edge of the wetted surface much more than 16-16 "Brunswick Green". Furthermore, 16-23 "C & NW Dark Green" dried very glossy, whereas all of the other ACCU-flex colours used had dried quite matt.

Now the test that I was applying was pretty tough as the styrene test sheets had not been cleaned at all prior to the application by artists' brush or by air brush..... and we all know that to achieve best results you do have to remove all grease and other surface active substances from whatever it is that you're going to paint. Fair enough, but this had been one of the remarkable qualities of ACCU-flex.

So, after cleaning up a test sheet of styrene with warm soapy water and allowing it to dry in a dust free atmosphere, I hand brush applied one coat of the troublesome 16-23 "C & NW Dark Green". Perfect coverage, no running to the edges, quite uniform thickness of dried paint film over the entire area that had been painted! Then, after allowing the first coat to dry, again in a dust free atmosphere, I hand brush applied a second coat. Crikey! the second coat ran, while wet, to the edges of the wetted paint area and gave the tell-tale effects of a thickened and darkened outer edge and a thinned central area!! Should I have cleaned the styrene sheet with a wash of warm soapy water between coats of ACCU-flex? It was about this time that I 'gave up' and 'went fishing' at Coral Bay!!

Actually, not quite true, because, despite the gloss of the 16-23 and the obvious surface tension effect displayed by both 16-23 and 16-16, I experimented with mixtures to try to get the colour of British Railways' "Brunswick Green" and I tried both 2:1 and 3:1 mixtures of ACCU-flex 16-16 "Brunswick Green" and 16-23 "C & NW Dark Green". The latter mix is getting close to what I think is the colour I want but until I can resolve the 'running' effect of both paints on uncleaned surfaces and on prime coats and, to a lesser extent, until I can overcome the glossiness of the minor paint in the mixture, all experimentation has been suspended.

And that's where the third development relates. In August, the Australian importers of ACCU-flex paints (Zimble Pty. Ltd.) advised all the hobby shop outlets that they had supplied of 'some minor problems in market place' that Badger had experienced with their ACCU-flex paint and that Badger had suspended sales of the product to Zimblers until such time 'as they know exactly what is causing the problem'.

The 'problem' referred to was not defined or described and one can only guess at what it was. Badger had engaged two separate industrial chemist

laboratories to investigate the 'problem' and report. Late in August, a phone call from Badger in the U.S. indicated suspicion that the 'problem' might lie in the fact that the plastic bottles in which the ACCU-flex paint is packaged were being washed in Chicago water which contains chlorine. The chlorine was thought to be adhering to the wall of the bottle and contaminating the paint, which, having been tested from the manufacturer prior to the filling of the bottles, had been shown to be perfect.

About a month later, late in September, Zimblers advised their outlets that Badgers had extensively tested all colours produced since March and had found a (large) number of colours which had been supplied to Zimble's outlets - these were to be withdrawn and to be replaced by fresh stock which was expected within two weeks and the new supply of paint 'will work 100%'.

Furthermore, Zimble asked that any customers 'who have had problems with ACCU-flex paint that they have purchased' should return it/them to the hobby shop that supplied it/them and these 'problem' paints would be replaced completely free of charge when the new 100% satisfactory stock arrives. Full credit to Badger Air Brushes and to Zimble Pty. Ltd. for recognising that they had a 'problem' and for taking prompt and efficient measures to limit the extent of the problem and to correct it as soon as possible. They are two companies that seem to believe that the customer is always right!

Of the ten colours that I have tried, six were on the list of withdrawals - all three of my troublesome greens as well as "Engine Black", "Grimy Black" and "NYC Dk. Grey I", which latter three I had no complaints at all. It's a bit of a pity that the 'problem' that led to the withdrawal of so much of the range was never made clear but I have a sneaking suspicion that it was probably something related to surface tension effects and perhaps akin to what I had been experiencing. I did find the explanation that the chlorinated water of Chicago was perhaps the culprit a little far-fetched, because I don't think that there are very many cities around the world where the town water is not chlorinated for public health considerations. Maybe it's the degree of chlorination that Chicago water receives. The theory of adsorbed chlorine molecules on the washed inner walls of the bottles desorbing from the wall into the ACCU-flex paint could give rise to the strange effects that I have been experiencing.

Anyway, better times ahead, and let's hope that this little hiccough with ACCU-flex paints does not deter more modellers trying them out and gaining the many advantages that they offer.

Alan Porter

Programme

December

Friday 3rd	'N' Scale Special Interest Group's Topic Night	Note 8
Saturday 4th	Special Project Afternoon	Note 16
Monday 6th	"Things American"	Note 17
Wednesday 8th	LMS Modellers of WA Special Interest Group Meeting	Note 7
Saturday 11th	Major Task Attack Afternoon	Note 18
Monday 13th	Sn3½ Special Interest Group Meeting	Note 11
Wednesday 15th	December Auction	Note 19
Friday 17th	'N' Scale Special Interest Group Meeting	Note 2
Saturday 18th	CHRISTMAS BARBECUE AND WIND-UP	Note 20
Monday 20th	General Club Activities	Note 3
Wednesday 22nd	Sn3½ Special Interest Group Assembly and Workshop Session	Note 4
Saturday 25th	NO MEETING TODAY BUT HAVE A MERRY CHRISTMAS!	Note 3
Wednesday 29th	General Club Activities	Note 3

Programme Notes

All meetings are held in the Branch's Clubrooms at 24 Moojebing Street, Bayswater, right opposite Paddington Street. Moojebing Street runs off Guildford Road towards the Swan River about 50 metres east of the traffic signals which are opposite to the Cresco fertiliser works.

The times of the meetings are as follows, unless otherwise noted:-

Mondays and Wednesdays: 8.00pm
Fridays: 7.30pm Saturdays: 1.30pm

The Committeeman who is the Duty Officer for the meeting will open the Clubrooms at least 15 minutes earlier than the times specified above.

Visitors are always welcome at any of the meetings and they should introduce themselves to the Duty Committeeman (ask someone who he is) and he will really make you feel 'at home' by showing you around the Clubrooms (which we believe are among the best of any model railway club in Australia) and by introducing you to some of the members present.

The fees payable by members at meetings cover some of the general operating expenses of the Branch's Clubrooms and entitle members to hot refreshment (tea, coffee or Milo) plus a biscuit (or, if they're good, two!). No fees are payable by visitors, unless they keep coming week after week after week (as some do!) without joining up!

Note 2

These normal meetings of the 'N' Scale Special Interest Group are designed to allow active modellers in 'N' scale to enjoy some running on the Branch's "West-N-Trak" 9mm gauge layout, as well as putting finishing touches to it and planning the construction of more modules and corner pieces to enhance the size and the interest of this layout. However, you don't have to be a modeller in this scale to come along to these meetings - you just need to have 20:20 eyesight or a good pair of glasses.

Note 3

At General Club Activities meetings, you may use the Clubrooms more or less as you wish - you may run your own trains (or use some of the Branch's equipment) on the 16.5mm gauge "Haltwhistle" layout, you can do similarly on the 9mm gauge "West-N-Trak" layout, you can assist with the debugging and further development of the 'O' scale "Ebford Regis" layout, you can help Matthew Turner and the other Student Modellers on their new layout, you can browse through the mountains of information that we have in the Library, you can put a videotape in the VCR (and sit back and watch the 'show'), you can use the Branch's "Work Station" for that little job that you haven't been able to do at home (except that you are required to have appropriate accreditation for the airbrushing and the lathe facilities) or, if all these activities seem a bit too arduous, you can chat away to like minded model railway enthusiasts.

Note 4

Slightly different gathering of the Sn3½ modellers - on these occasions, there will be a short formal session when there may be a showing of suitable slides on WAGR topics to illustrate some point relevant to Sn3½ modelling or a showing of newly available modelling materials and items suitable for Sn3½ modelling of the WAGR 3'6" gauge system.

Following the short formal session, the normal 'workshop' session of an Sn3½ Special Interest Group meeting (see Note 11) will prevail.

Note 11

At these 'workshop' sessions, you can try your hand at building a model of a WAGR 3'6" gauge vehicle in 'S' scale (1:64) - you can start, under the guidance of mentors, on a fairly simple project, such as a 4Jwheel GC open wagon and graduate, when you feel confident, into more complex goods wagons, passenger rolling stock and steam & diesel locomotives. You can get most of your modelling requirements for such activities, either from "Pad-

dington Market" (styrene sheet, MEK, soldering flux, etc.) or from the Railwest Models salesperson present (North Yard wheels, compensation units, brass rod, 0.9mm thick sheet lead, etc.).

There will be modellers at all stages of skill and with their models at all stages of completion, so you will not be 'out of place' whatever your skill level.

Note 16

It is the Editor/Publisher's intention to get the 100th issue of "THE BRANCHLINE" published on this day, but it will be a tightly run thing for he's not back from China until a fortnight before this "S.P.A.". The assistance of members in the collating, stapling, checking, folding and Postcode sorting of "THE BRANCHLINE" on these days is especially appreciated by the Management Committee and many hands make light work of it. In addition, those members who help out get their copies of the centenary December issue of "THE BRANCHLINE" 'hot off the press'!

Note 17

Garry Coombe will be telling why modelling American railways is tops with him and others. Come along and be convinced!

Note 18

Time again for tackling some of those major jobs around the Clubrooms which require a bit of organisation in the way of equipment and/or supervision. The main task to be tackled will be a clean up of the Branch lawns and gardens so bring along appropriate machinery (such as mowers, brush cutters, rakes, barrows, etc.) and the appropriate protective clothing.

When all has been done, there'll be the opportunity for the normal General Club Activities type of gathering.

Note 19

Only A.M.R.A. members may submit items for sale at this Auction but non-members will be welcome as potential buyers. The Auction Co-ordinator will give consideration, if requested to using the Auction as a means of disposing of any model railway items contained in the estates of deceased persons who were the friend of an A.M.R.A. member but not a member themselves.

The main rules for the Auction are printed on the reverse side of the Auction Form, which will be available at the Clubrooms as from 4th December. Included in these Rules are the following:-

(a) there will be a charge made on lots which, despite the best endeavours of the Branch's auctioneers, are not sold during the Auction and remain unsold after the 'wheeling and dealing' after the Auction. This charge will be ONE PERCENT of the reserve price/s set by the vendor of the unsold items.

(b) the Branch is obligated morally (and possibly legally) to do its best for the vendors and the Auction Co-ordinator will have the power to warn persons who are seen by him to be causing unnecessary distraction to the Auctioneers and the bidders. The Auction Co-ordinator will have the power to suspend the Auction if there are further instances of similar unnecessary distraction following such warning.

(c) children below the age of Student or Family membership of the Association MUST be under firm and complete control of their parents during the conduct of the Auction.

It is preferred that successful bidders make full payment 'at the fall of the hammer' (and thus enable them to take delivery of the lots knocked down to them) but it is realised that buyers may not have brought sufficient ready cash to cover their purchases or have forgotten to bring their cheque books with them. To assist in these circumstances, the Branch is prepared to accept a deposit of not less than 10% of the amount owed to the Branch. The remaining amount must then be paid by Wednesday, 29th December. The deposit will be forfeited if the remaining payment is not made by that date and the lot/s concerned will become the property of the Branch.

Unsold lots will be returned only to the vendor, or if they are sold by private arrangement after the Auction (but still within the Clubrooms), they will be given to the buyer but the Auction Co-ordinator must be told of this by the vendor. In this case, the normal 10% selling commission to A.M.R.A. will still apply. There is no limitation on vendors making private sale arrangements with buyers outside of the Clubrooms building, either before or after the Auction, and in this case there is no commission payable to A.M.R.A..

The Clubrooms will be open from 7.30pm to allow for early marking up of the items for sale and their display to potential buyers. Vendors are encouraged to complete their Auction Forms before they come to the Clubrooms on the night of the Auction. NO LOTS WILL BE RECEIVED AFTER 8.00pm.

The Auction will commence at 8.15pm and no later.

Note 20

There will be a normal "General Club Activities" afternoon commencing at 1.30pm and concluding about 5.00pm.

From 5.00pm, there will be an occasion for THE WHOLE FAMILY, so why not leave a bit earlier than usual and come back with your wife or girlfriend and let her see how you occupy your time at the Clubrooms. She may know already, of course, but even so, she will sure get a surprise on the night, and that won't be only at the extent of the Clubrooms facilities.

The format for the evening will be a barbecue meal cooked on the B-B-Q at the rear of the Clubrooms and eaten in the company of other members, either in the comfort of the Meeting Room or, if you wish, out in the open air on the grass at the rear of the Clubrooms or on the path at the front of the Clubrooms if it's windy. So, bring your own meat, fish, poultry, whatever, your own salads and other 'nosh', your own alcoholic drinks, plates and eating irons..... and if the weather is such that you will want to have your meal on the grass at the back of the Clubrooms, bring your own folding chairs and table if required. If you intend to eat your meal indoors in the Meeting Room, then you don't need to bring your own chairs and tables as we think we have enough to cover the likely attendance. The reason for this distinction is that our stackable chairs tend to 'sink' when used on grass!

We anticipate lighting the fires about 6.00pm, so that we can start cooking about 6.30pm. We suggest that you arrive before we start cooking so that there can be some fraternising among members' families.

We will lay on the hot drinks (and cups) and cool drinks will be available (at the usual cost) from the refrigerator.

E-Z Water

A product from the U.S. company Woodland Scenics of Linn Creek, Missouri, and pronounced 'easy', it's sold in the form of slightly yellowish but otherwise almost clear granules, averaging about 6mm x 4mm x 2mm in size. The material of the granules looks (and feels) like the Stanley hot melt plastic glue sticks but that's probably where the similarity ends.

It's packed in a plastic bag claiming to contain "16 oz vol" and the pack I bought from Perth Hobby Centre, priced at \$22.50, repeated this on their stick-on price tag as "16 ozs". I did not want to use all of the fairly expensive pack all at once and I wanted to know 'how far it would go', so I decided first to weigh the pack as bought. Imagine my surprise when I found it weighed 285 grams, or about 10 ounces avoirdupois, as they used to say 'in the good old days'. How come then I've been charged for 16 oz.?

The answer was to be found in the little word 'vol' on the Woodland Scenics pack - I had bought '10 (U.S.) fluid ounces' of E-Z WATER. Remember 'fluid ounces'? In my case, barely!!

Reaching for my Encyclopaedia Britannica and looking up "Weights and Measures", I decided I was glad that metric measure had come to stay! I found

- (a) 16 U.S. fluid ounces = 1 U.S. pint
- (b) 8 U.S. pints = 1 U.S. gallon
- (c) 1 U.S. gallon = 231 cubic inches
- (d) 16.39 cubic centimetres = 1 cubic inch

Zapping all that into a pocket calculator revealed that 1 U.S. fluid ounce equals 29.58 cubic centimetres, so my for my outlay I had actually acquired 295.8 cubic centimetres (or millilitres) of E-Z WATER. And remembering how Archimedes once jumped out of the bath shouting "Eureka", I did the same when, after dividing the weight (285 grams) by the volume (296 ml) and deducing that the density of the E-Z WATER was 0.96, I took a bath and found that the granulated E-Z WATER did indeed float! Incidentally so does the Stanley hot glue stick material!

I wanted to use E-Z WATER to rehabilitate the canal on my "Wheatstone Bridge" layout - this had previously been coated MANY, MANY times with gloss Estapol and, in its hey day, used to look 'pretty good'. So good in fact that our now deceased cat 'Mundee' (we got her on a Monday how's that for an inspired name?) used to sleep on the layout, demolishing a few lineside fences in her time. But perhaps the greatest compliment she paid to the layout was to add to the very realistic water in the canal one day when she was 'caught short'!

But over the years, dust and other foreign matter had done much to spoil the illusion of still, deep water of a canal and something had to be done to bring it back into top condition. A trial of a short section about 40 centimetres x 10 centimetres was decided upon and I calculated that 15 millilitres of E-Z WATER would give a 'water' thickness of 0.04 cm. or 0.4 millimetres.

So to the Instructions for use of E-Z WATER. the first two were clear enough - seal the surface to 'prevent air bubbles from leaching into E-Z WATER' and the second was 'to paint the prepared water cavity with colours varying according to depth'. The word 'cavity' now seems particularly relevant.

Then to Instruction 3 - "Heat E-Z WATER pellets in an oven or toaster oven to 250 degrees. Use a disposable container because the E-Z WATER residue cannot be removed. The E-Z WATER will darken if overheated". Great! 250 degrees!! But which sort of degrees, Celsius or Fahrenheit? Being a U.S. product, it had to be the latter. Back to the calculator! 250 degrees Fahrenheit equals 121 degrees Celsius, so when 'she who must be obeyed' was deeply immersed in "Country Practice", I set up the oven to 121 degrees Celsius. About half an hour later, by which time the oven had certainly come to temperature, absolutely nothing had happened, apart from the pellets of E-Z WATER being perhaps a little softer than when first put into the oven.

Although the 15 millilitres of E-Z WATER under test was only worth about \$1.15, I thought discretion was the better part of valour in this trial, so rather than going straight to 250 degrees Celsius, it seemed better to

nudge up slowly. Let's try 160 degrees Celsius' thank goodness "Country Practice" lasts an hour! E-Z WATER was at least fluid at last but still fairly viscous. The last segment of "C.P." is starting, up to 180 degrees Celsius! Beauty!! Nice and watery at last!!! Grab with pliers the disposable tin in which the heating had been done and off to the railway room and the canal and the remainder of Instruction 3 - "Pour into prepared area. Reheat if E-Z WATER hardens before pouring."

No problems there, Doc. - the E-Z WATER poured beautifully from the tin BUT as it flowed through the air to the canal, and especially when it landed on the canal surface, IT SOLIDIFIED INTO A SERIES OF GLOBS. Oh dear! Not to worry, Instructions 4, 5 and 6 refer to the use of a heat gun to soften the E-Z WATER in situ. Out with the Black and Decker 1200 watt Heat Gun and turn it on. Be warned, if you want to simulate a World War II 'scorched earth' scene, try a heat gun on your model railway scenery - it's very effective! I was able to avoid too much of a disaster when I noticed the 'reeds' (made of green nylon fibres from a soft broom) in the canal started to melt and the gun was turned off quickly.

Fortunately, I was able to peel the globs of E-Z WATER from the surface of the canal and also I was able to recover the E-Z WATER residue from the disposable tin I had been using so the experiment had not been a complete dead loss! But, what had I done wrong?

Maybe I should have read the Woodland Scenics Scenery Manual 'for more complete instructions' as I am invited to do at the foot of the Instructions supplied with E-Z WATER. This might resolve the temperature question, as I think that 180 degrees Celsius, which is very hot to the touch incidentally, is not high enough to keep E-Z WATER completely fluid throughout the application process. Perhaps 250 degrees Celsius was meant after all!

I think I was hoping for a lot in attempting to lay down a layer only 0.4mm thick and not have it glob up in the process. Maybe E-Z WATER is really designed to create watery scenes in deeper valleys than my canal and there has to be a proper 'cavity' to pour the E-Z WATER into. In a deeper valley and a thicker layer of E-Z WATER the hot material laid down at the end of the pour keeps the lower layers melted and the whole lot sets uniformly to give a level, unglobbed surface.

Where do I go from here in attempting to rejuvenate my canal? Perhaps I should read the Woodland Scenics Scenery Manual. Perhaps I should try some clear casting resin. Perhaps I should try some more coats of Estapol. Or, bring 'Mundee' back from the dead!

Alan Porter

A Quotable Quote from "BRITISH RAILWAY MODELLING" JULY '93

Tony Sullivan, in an article on Expo EM 93 at Bletchley on May 15/16, was a bit worried because the theme for 1993 was 'modern image' and he confessed that he had been worried for those, who, like himself, "can't tell a Class 26 from a camel". The Editor of "British Railway Modelling" came to the rescue of readers such as myself by explaining as follows: "One looks odd, makes strange noises and gives a rough ride: the other is a camel!"

"ALTON" New Layout of the Southern Railway Modellers Group

The Southern Railway Modellers Group (W.A.) has its main interest in modelling the railways comprising the former Southern Railway, its constituents and successors, in appropriate settings.

The Group has now undertaken a four (or five) year plan to model in ('00') 4mm finescale the station located at Alton, Hampshire, and its immediate surrounds, buildings and activities as it was in approximately 1935-1955, all to 'exhibition standards'.

The location and period were chosen because they provide an interesting mix of local steam branch-line working (Meon Valley & Mid Hants), some through main-line expresses diverted from the main Woking-Eastleigh section and an outer suburban third-rail electric service to Waterloo with 2BIL, 2HAL and/or 2NOL stock. There may have been an occasional 4COR+4RES, though most of these terminated at Farnham. On the freight side, Alton was the assembly point for fruit, vegetable, milk and brewing (Courage's) industries - apart from coal and local pick-up goods from 'down the line'. There had been a light railway link to Basingstoke, closed to passengers in 1932 and to freight in 1936, though the branch as far as Treloar Hospital remained in use to 1967.

Our first year target (for the A.M.R.A. Model Railway Exhibition in 1994) provides for a main double third-rail track to Alton from Waterloo fiddle yard with two single tracks thereafter to Meon Valley and Mid Hants fiddle yards. If time permits, some station platforms and buildings will be added.

One of our members has already visited the site and another presently in the area hopes to do so soon, to obtain photographs, measurements and details of station buildings, which are still intact, little changed from Southern days.

Some nearby buildings of the period, goods yard and sheds, former station terminus building which became the

Station Master's house when the present through station was built in the 1860s and the paper mill alongside the S.W. end of the station were demolished after 1955. A block of flats now occupies the latter and a car park the former.

If any members have any photographs, plans or information of any nearby buildings existing pre-1955 that they are willing to lend for research, they will be gratefully received, cared for and returned.

Alton is now the Network-South-East (BR) terminus from Waterloo, single line (and signalled) from Farnham. Alton signal box has gone. It is also the N.E. terminus for the 'Watercress' preserved line which leases Platform 3 and runs a regular steam hauled service to Alresford, using BR Mk.I stock, variously hauled by up to 'West Country' Class locomotives ('Swanage' for one) from Alton to Alresford.

Any input to 'Nobby' Clark, Bob Green or to Mike Sibley, please.

Pleasures of the Hobby

Recently I took home one of the Branch's Lima 7mm scale diesel locomotives to try to improve its running qualities. After adding weight, cleaning and adjustment, it was time to test its running qualities. My home layout is G.W.R., circa 1900-ish, so the first task was to make peace with Mr. I.K.B. and then lock all doors in case the offending motive power was noticed by passing true believers.

The first trial was up the 1 in 100 bank through Box Tunnel. O.K., it pulled itself without any problems, so Lima coaches were added until, with the total at seven, the diesel ground to a halt with whining motor and spinning wheels. So, out from the engine shed came my Great Western 2021 Class 0-6-OT as a banker. No problems - over the top we went, with the diesel pulling away as we crested the summit. This exercise was repeated several times and it was discovered that owing to the different gearing ratios and the judicious use of the throttle, the tank engine was able to come up behind the train just as it was slipping to a standstill and then accelerate it over the top. After this exercise palled, the diesel was sent in disgrace to the M.P.D. with overheated traction motors and the doors were closed.

What now? Let's try the tank engine on its own. Seven coaches were attached to the tank engine (whose prototype had a rated drawbar pull of 18 515 lbs) and we pulled away from Box station toward the bank and, to my surprise, it made the crest easily. Round again, this time stopping half way up the bank. On restarting on the bank, some initial slipping was experienced but with careful use of the con-

trols and an application of sand (!), it crested the hill at about 12 m.p.h..

Time for a gin sling and some self-satisfaction.

FOOTNOTE: This tank engine is an Eric Underhill kit, since modified with sprung hornblocks and jointed coupling rods. These modifications have improved its running and hauling capabilities considerably, remembering that a six coupled engine with an unsprung chassis has only two wheels on the track most of the time.

Roger Solly

"FLY" has Returned to Committee Meetings

August

Folded acrylic holders for W.A. Branch badges obtained (at last!). Iain Rice's book "Detailing and Improving Ready to Run Wagons" to be ordered. Safety face shield purchased for members' use at Work Station. "Model Railroader" Plans Index Book purchased for Library. Procedures agreed for items 'Under Offer' at "Moojebing Market". New system for recording borrowed items from Library. Clear 1.5mm plastic sheet to be considered as a "Paddington Market" line. Purchase of 9mm gauge track for use on new "West-N-Trak" modules agreed. Progress of Student Members' layout project considered and Committee's comments on proposed design passed back.

September

Accreditation procedures for use of the Lathe and Air Brush agreed and to be published. Duty Officers to tighten up on members' using correct eye protection when using drill, lathe and grinder. Repairs to outside door damaged during attempted break in on 1st May completed - door is metal clad and other external door to be similarly reinforced and both to receive another two padbolts nearer to the hinge line. Letter received from an exhibitor at 1993 Exhibition regarding constructive comments previously conveyed on amount of unmanned time of exhibit and reply formulated. Draft of New Club Layout Questionnaire Form (to be sent to all members in near future) considered. Further track for new "West-N-Trak" modules agreed. Need for assistance for Student Members' layout project identified and suggestions made to assist without reducing the responsibility to be carried by the Student Members themselves. Concern at evidence of apparent continuing removal of cash from Meeting Money 'honour box'. Rearrangement of shelves in Layout Room planned to allow for a place for members to place their rolling stock and locomotive boxes when operating "Haltwhistle" rather than on Work Station bench - Duty Officers to police this. Shadowboard for hanging Branch

hand-tools at back of work bench planned. Handles on drill press to be re-tapped. Bicycle rack to be installed near to front door. Photocopier problems identified mainly due to paper storage - this to be improved and a manual for machine to be obtained. Purchase of ARE video on WAGR in 1960s agreed. Draughting assistance by Derek Pitkin on building extension plans noted and appreciated.

LMS Modellers of W.A. by Barry Keens

The LMS Modellers of W.A. have met three times since the last issue, which reported on the meeting that had been held on 25th June to assess whether there was enough interest, both within the Branch and outside of A.M.R.A. in W.A., for a viable group to meet monthly. Although the numbers turning out to meetings (held on the Wednesday following the first Monday of each month) have not yet reached double figures, what might be lacking in numbers has been made up for with the quality of the discussions and the information exchanged.

The first meeting, held on 4th August, dealt with the 'vexed' question of LMS Crimson Lake, the lovely red colour inherited from the Midland Railway in 1923 and initially applied to all locomotives and coaching stock but after 1928 restricted to express passenger locomotives. Alan Porter took us through the history of the colour first adopted by the Midland Railway in 1883, the clear evidence that the LMS Crimson Lake was exactly the same as Midland Crimson Lake and finally, the equally clear evidence that the Maroon adopted for BR coaching stock and certain ex-LMS 'Pacifics' in 1956 was exactly the same as LMS (and Midland) Crimson Lake. Finally, a selection of slides from the LMS and the post 1956 BR(LM) eras and a selection of Hornby, Mainline and Lima '00' scale models showed how the various proprietary manufacturers interpreted Crimson Lake. Paint panels from Floquil, Humbrol and Precision Paints showed that the model paint manufacturers also differed in their interpretations.

The next meeting, on 8th September, looked in detail at LMS LAMPS, mainly locomotive lamps but also brake van lamps (including slip coach operations), level crossing gate lamps, signal lamps, platform and yard lamps. Examples of lamps available in 4mm scale were shown and an examination of several books concluded that in LMS days, loco lamps were mainly 'cubic' in shape and painted black, while in BR days, the standard BR 'tubular' lamp, painted white, was also used. Subsequently the unique spigot base loco lamps of the LNWR were 'discovered'.

The third meeting, on 6th October, looked at the arrangements for ladders, galleries, lamps, posts (wooden, lattice

girder, tubular), dolls and guying of LMS signals. The 'Sprat & Winkle', 'Ratio' and 'Playcraft' signal components were discussed and a varied selection of signals from Alan Porter's layout were shown and their roles explained.

Brunswick Green

Brunswick Green - just what colour is it? John Miller has convinced us that the Pennsylvania Railroad's version was almost black. I think this is well established from the references that John quoted in the August issue of "THE BRANCHLINE" and this is further confirmed by a Q. & A. section in an issue of "The Snapper", the journal of the Pennsylvania Railroad Historical Society.....

Q. Were boilers and tenders painted black?

A. Pennsylvania Railroad locomotives, both steam and diesel, were painted dark green locomotive enamel over their major parts. This was so dark as to appear black to most people's eyes.....

BUT, life's not all that simple. I recently came upon No.24 of the esteemed "Locomotives in Profile" series published in the early 1970s by Profile Publications Limited - this one dealt with the Duplex locomotives of the Pennsylvania Railroad: 76 locomotives with 4-4-4-4, 4-6-4-4 and 4-4-6-4 wheel arrangements, the separate sets of drivers being set in a rigid frame rather than articulated as in the otherwise similar looking Mallets. These locomotives, costing some US\$23 million during WWII years, had working lives of only four to seven years! The "Profile" series always had a 'centre-fold' with a coloured representation of the locomotive being covered and I believe that all had colours as 'accurate' as the printer can replicate the colour of the paints used on the actual prototypes. Imagine my amazement to find the beautiful colour prints on the centre-fold of Profile No.24 shows 'one of the two prototype 4-4-4-4s in its original guise in 1942, painted in Pennsy Brunswick Green.....' and the green colouring is about the same as that of the (British) Great Northern Railway and the London & North Eastern Railway, in other words, apple green! This is a green far from black!!

Actually what IS Brunswick Green anyway?

A trip to the Alexander Library produced a book, "Guide to Pigments and to Varnish and Lacquer Constituents" written in 1954 by J.H. Martin and W.M. Morgan. Under "Brunswick Green", it says.....

a range of greens, consisting essentially of Prussian Blue and lead chrome. They are prepared by mixing the precipitated pigments in the wet condition, followed by filtering and mixing. The shade is frequently modi-

fied by mixing with other colours. They are widely used in gloss paints and are also known as Chrome Greens.

Cross referring revealed.....

Chrome Green

Name given to a range of greens produced by mixing lead chromes and Prussian Blue.

Prussian Blue

Potassium ferric ferrocyanide, produced by reacting a ferrous salt with potassium ferrocyanide, followed by oxidation of the precipitate so formed, then washed, filtered and dried.

Lead Chrome Lead chromate

Reaching for another text, "Concise Paint Technology" by J. Boxall and J.A. van Fraunhofer in 1977 gave us a bit more on lead chromate and chrome greens.

The lead chromates (or more commonly, lead chromes) comprise a number of types of synthetic inorganic pigments, ranging in colour from pale yellow through deep orange to scarlet. Normal lead chromate, more commonly known as mid chrome, $PbCrO_4$, is a bright yellow pigment obtained as a precipitate from the reaction between sodium chromate and lead nitrate solutions. The colour of the pigment can be varied in several ways, for example combining lead sulphate with the lead chromate produces paler shades and conversely treating lead chromate with alkali produces a range of deeper, redder shade yellows. Substituting part of the chromium content with a soluble salt of molybdenum produces bright scarlet shades while substituting with a soluble salt of aluminium produces the so-called primrose chrome.

Lead chromates are characterised by good light fastness, high tinting strength and opacity, although in common with other lead based pigments, they are toxic in nature. Furthermore, lead chromate pigments are sensitive to atmospheric contaminants, being darkened by hydrogen sulphide and fading in the presence of sulphur dioxide. Despite the good colour fastness of this class of pigments, bleaching by sulphur dioxide results in a gradual loss of colour in films containing lead chromates on prolonged exposure to industrial atmospheres.

And on Lead Chrome Green.....

Lead chromate greens, alternatively known as Brunswick Greens, are synthetic inorganic pigments varying in shade from grass green to deep green. The pigment is prepared either by dry grinding lead chrome yellow and Prussian Blue or by a wet process involving the co-precipitation of lead chrome and the blue pigment. The actual shade of green is dependent upon the Prussian Blue content of the pigment, with additional levels of ca 2% producing the lightest shade of green and higher levels, ca 35%, producing the deepest shade.

Lead chrome green pigments have good opacity in films but they tend to deepen in colour upon atmospheric exposure.

And on Prussian Blue....

Prussian Blue is a pigment with high staining power but it has low opacity. The pigment is fast to light and it is not readily attacked by acids. However, the colour of Prussian Blue is immediately discharged by contact with alkali, leaving a brown coloured oxide of iron.....

So, out of all this one can see a few shafts of wisdom...

Brunswick Greens could change colour with exposure to industrial atmospheres, especially those containing sulphur dioxide. They would deepen in colour (i.e. get more blue), this being caused it seems by fading of the yellow lead chromate component of the mixture. There are few coals in this world which do not contain some sulphur and, when burned, such coals produce sulphur dioxide, which would cascade all over the painted surfaces of a coal fired railway locomotive, creating a rugged environment for the lead chromate part of a Brunswick Green paint job.

It could be that forward looking railroads like the Pennsylvania, decided that if a Brunswick Green paint job was going to darken in service, due to this fading of the yellow pigment in the green paint, it might be best to start off in the first place with a Brunswick Green as dark as it could be made (and still be called 'green').

Maybe Henry Ford was right when he told people that they could have cars in any colour they liked, provided it was black! Same goes for steam railway locomotives....black is very 'forgiving' and can hide a lot of hard knocks!

Alan Porter

(Maybe the learned Alan can help me with practical advice on the NSWGR Tuscan or Indian red rather than this theoretical advice!. See AMRM for the last umpteen issues ...Managing Editor)

Did Tom Work for the Great Non-Event Railway?

Young Tom Wheldon was on duty at the Junction box and due to be tested for his reactions to an emergency situation.

Said the examiner: "Now then, set your point lever over for the junction - and you will find it has jammed. What do you do?"

Tom said he would gallop down to the points and, armed with a crowbar (which just happened to be on hand), he would manually change the points.

"No go!", said the examiner, "the track has been struck by lightning and the blades are immovable. What next?"

Tom thought for a bit. "I'd tear back to the box to set all the signals to 'danger'."

"Too late", said the examiner, "the box is on fire and inaccessible. What then?"

"Easy", said Tom. "I jump on me bike and belt down to village to fetch Uncle Albert."

"Why? What can he do?" asked the examiner.

Tom thought a bit. "Well, not much really, but he's never seen a train crash!"

Received anonymously....Ed.

Have You Seen?

"Model Railways" August

CJM/Ultimate launch BR Mk2/2a coaches in 'N' scale. Hornby's latest releases. Exactoscale's 4mm scale overlays for brick, slate, timber, windows and other architectural features. Rocar 4mm scale coach models described (they're exquisite). Chris Marchant's 'N' scale Class 26 reviewed. Bob Dawson's Tetley layout buildings in 3mm scale described. Scratchbuilding a PCA cement wagon in 7mm scale. Karen Grantham continues her series on painting, etc., weathering the permanent way and lineside structures, modelling the coal, oil and water supplies which were so very essential to the prototype. An extensive '00' garden railway described in words and colour pictures.

"Model Railways" September

MJT's latest releases, several types of BR oleo buffers, plus some for GWR and LNER and a kit for LNER D57 51'11½" nonvestibule full third brake. London Road Models have acquired the construction George Norton range of locomotive kits and is adding them to its list, ten 7mm scale loco kits are being upgraded for release. Phil Kerr's scratchbuilt 2mm scale models described, superb. Leo McCarty describes his N-gauge layout based on GWR. Mass production using whitmetal and resin described. The final part of Karen Grantham's series on painting and weathering - the 'feel good' factor. Further progress on the K3 loco construction saga. Shunting the prototype way. Live steam at the bottom of the garden doesn't need to be expensive.

"Railway Modeller" August

Railway of the Month is Castle Cary, ex-GWR station modelled in 'N' Scale. Nostalgic look at Havil Junction, the 00 gauge layout of the de Havilland MRS, which is about to be dismantled. Boosdale, a 00 layout based on NER practice. Construction of a model of 6203 'Princess Margaret Rose' in 4mm scale from a K's kit. Changing SR main line coach liveries between 1952 and 1964. The Garden Railway Year - August. Hornmere and Oldale, a 4mm scale layout with accents on convincing presentation and pushbutton con-

trol. Datafile article on GWR 'Large Prairie' 2-6-2T, photographs, drawings, prototype information. Converting an 'N' scale GWR 'County' tank loco model to a 'Prairie'. Detailing the interior of the 4mm scale Ratio GWR station kit based on Castle Cary. Ravenswing, '00' in the garden goes international. 2½" gauge Metrolink in the garden. 'N' scale in the garden, Dawlish modelled. Student Modeller describes his BR modern practice 'N' scale layout. Latest Reviews looks at the Bachmann Bullied coaches; 7mm scale colour light signals; Ready to Run wagons in Gauge 1; Peco Streamline gauge 'O' FB track. News Special looks at Southern Finecasts new releases: Class 90 in 'N' scale; Wrenn models taken over by Dapol; latest releases from Impetus; Hurst Models conversion kit for SR Wessex EMUs; a handy idea to keep your small drills tidy.

"Railway Modeller" September

Railway of the Month is Tan-yr-Allt, a '009' layout based on the Welsh prototype. Castletown a 'OO' layout based on Isle of Man Railways. Holmeworth, West Yorkshire PTE modelled in 4mm scale. A first attempt at scratchbuilding in 4mm scale described, building an A5 4-6-2T. Eggesford, the Taw Valley line modelled in 3mm scale. Datafile article on LMS Armstrong Whitworth 0-6-0 diesel shunter, photograph, drawings and prototype information. Converting the Lima Class 33 model to produce a Class 26. The Great Central Railway modelled in 7mm scale in Texas where space is not a problem. Boosdale - part 2. Farewell to Havil Junction - part 2. The Garden Railway Year - September. Modern diesels and electrics in 4mm scale. Hornmere and Owldale - part 2. Motorising a 4mm scale tramcar. Ryde St. John's Road, Isle of Wight in 4mm scale. Student Modeller constructs a Camping Coach. Latest Reviews looks at new products from Ratio; modern hopper wagons from Bachmann; LNER twin-set from Phoenix/BSL; Tallylyn brake van No. 5 in 009; 'Coronation' coaches from Hornby; new 4mm scale loco components and SR loco kits from Branchlines; bridge abutments from Wills.

"Model Railways" October

News of the Gauge 'O' Guild's 'code of practice for manufacturers and traders' (a positive move aimed at reducing the large number of complaints they receive from members - a similar code could well be initiated by AMRA for Australia). A modeller, suffering from two nasty, incurable diseases which limit his modelling to 30 minutes at a time, describes his layout. A gauge 1 industrial layout described. Havil Junction's motive power depot, some superb modelling. News of building kits, fig-

ures and three new kits of GWR Locos released at Gauge 'O' Guild. A family layout described. A simple to operate 'junior' layout shows a novel way of providing power to the relevant tracks. 'Wagons Roll' is another part in Bob Essery's series on prototype operation, this describes shunting in its various forms and how it was done in real life. A quick, easy and cheap method of constructing scenery from old cardboard boxes. Six recently released books are reviewed. The usual 26 page pull-out advertising supplement.

"Railway Modeller" October

Railway of the Month is 'Rushenden Metals' an industrial scrapyards based on a prototype on the Isle of Sheppey. Weycroft Mill is Dave and Shirley Rowe's latest master piece, an ancient prototype water driven flour mill modelled in every detail, has to be seen. Frome North, a layout based on the S&DJR. A Class 08 shunter constructed from a Lima body with and Impetus chassis (VR had a number of these to 5'3" gauge, F211 is illustrated). The prototype HST modelled in 'OO', includes drawings. BR Mk2 Catering Vehicles listed, includes numbers and liveries. Catenary in 4mm scale described. Garden Railway year - October. Castle Eden Branch layouts signalling described, uses a polarity detector to allow signals to provide information to operators as well as the usual indications. Datafile article on LNER K3 2-6-0 includes photographs, drawings and prototype information, plus a review of South Eastern Finecast 4mm scale kit for the class. Adit 2 shows how to fit a small 7mm Scale narrow gauge layout on a sheet of A3 size paper. Junior Modeller describes the 00g layout of the Pathfinder Railway Modellers. Latest Reviews and News Special looks at a RTR 'O' gauge Hunslet 0-6-OT; a class 90 and PVB wagon from Hornby in 4mm scale; 4mm CCT from Parkside Dundas; Rocar 4mm scale coaches; a new 'glue' for plastics from UHU; TPM kit for a Class 60 in 'N' scale (it is superb, see the detail). Branchlines latest releases. News of BBC1 TV series 'Making Tracks', 6 x 25 minute weekly parts on working preserved railways around the world, first part shown 15 October.

"Model Railway Journal" No. 65

Small Suppliers Forum looks at London Road Models acquisition of George Norton range of loco kits and their release in 4mm and 7mm scales; ProScale kit for LNER/BR J39; Resistance soldering equipment; Hurst Models white metal tablets representing pipework, gauges and engines for RTR diesels; CGW Nameplates change of owner and future plans; Sharman Wheels 40:1 gearbox; W&H latest catalogue; Malcolm Binns LMS coaches and

parts in 7mm scale. Blakeney, a 4mm scale layout based on an East Anglian location. News of MRJs latest project starting in MRJ 66, a series of articles on the step by step scratchbuilding of a Manning Wardle type 'F' 0-4-0, MRJ have commissioned a pack of parts, etc.. Layout Design looks at Buxton. Producing subtle backscenes. Wagon loads No.1, sheeted loads, how to make convincing wagon sheets. Guy Williams, of Pendon fame, constructs and reviews Brassmasters 4mm scale kit for an LMS 'Black 5' 4-6-0. Construction review of DJH kit for 4mm scale GWR 'Hall' class 4-6-0. Kendon, the 4mm/P4 layout of Kenneth Middleditch, who is 13 years old!! Advance news of three new modelling books from the Wild Swan stable, 'The Art of Weathering' by Martyn Welch, and 'The 4mm Coach' by Stephen Williams and 'GWR Branchline Modelling, part 3 - creating the model' by Stephen Williams, should all have been released by the time this is published.

Extracts prepared by Ted Thoday and Alan Porter

Wanted

Small articles and fillers for spaces like this. How about a review such as Alan Porter prepared on ACCU-Flex?

Or some hints and tips such as those prepared by Alan McKenna?

For your printing needs, see your Victorian Branch member

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